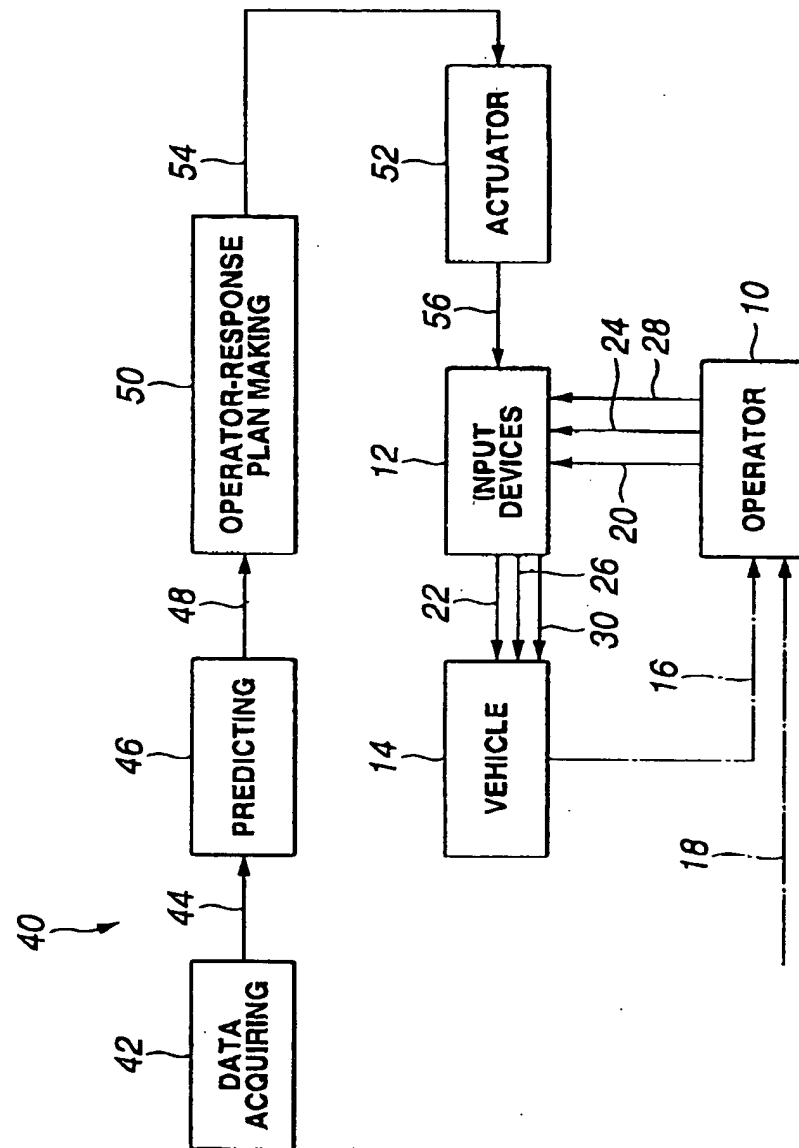
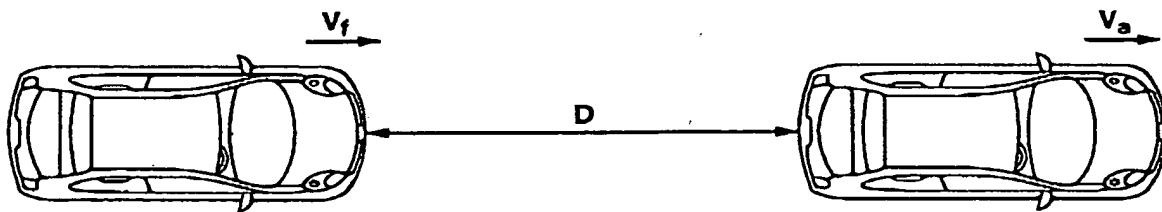


FIG.1



**FIG.2**

**TTC : TIME TO CONTACT**

**THW : TIME HEADWAY**

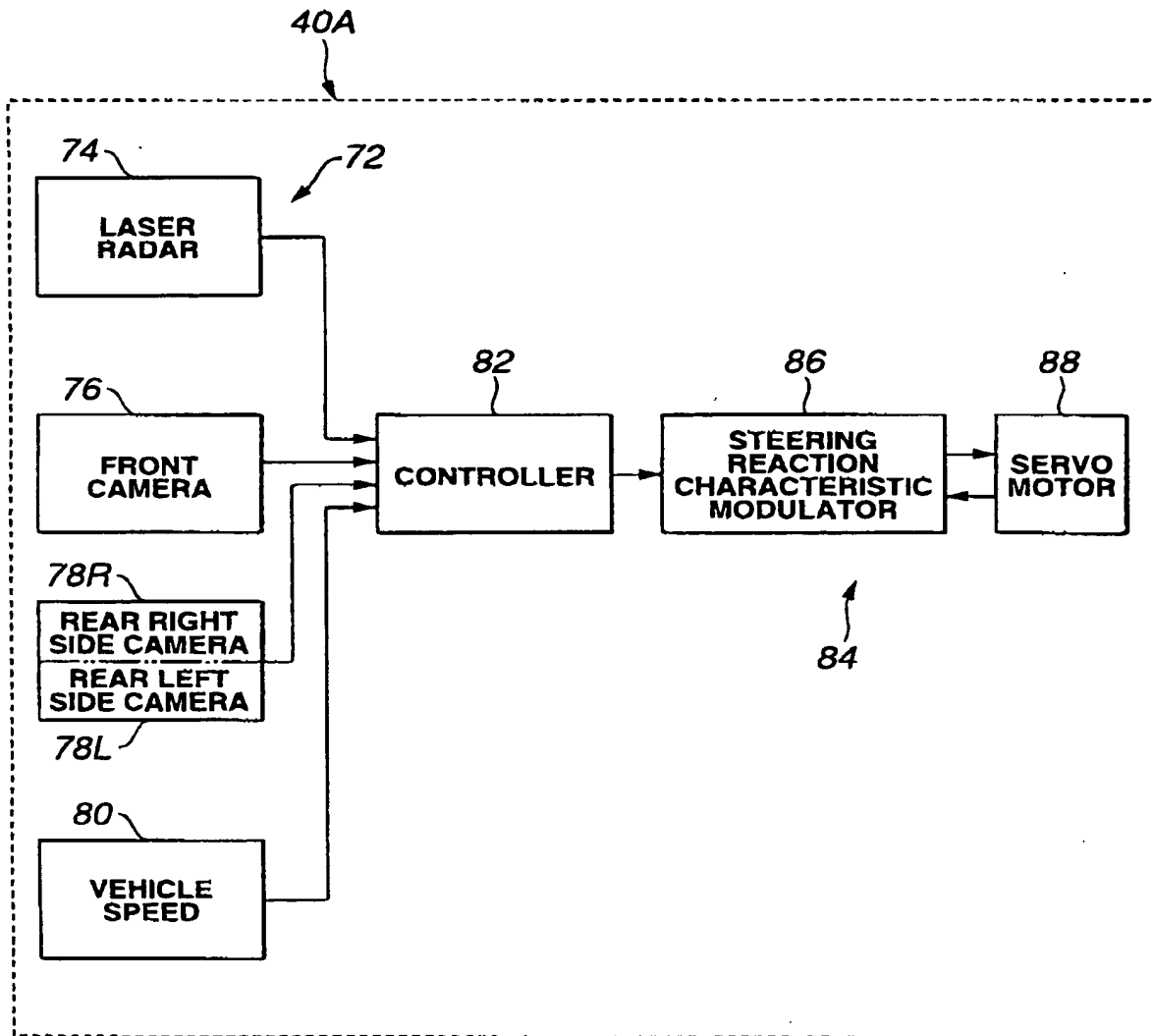
**D : VEHICLE SEPARATION**

**$V_a$  : VELOCITY OF LEADING VEHICLE**

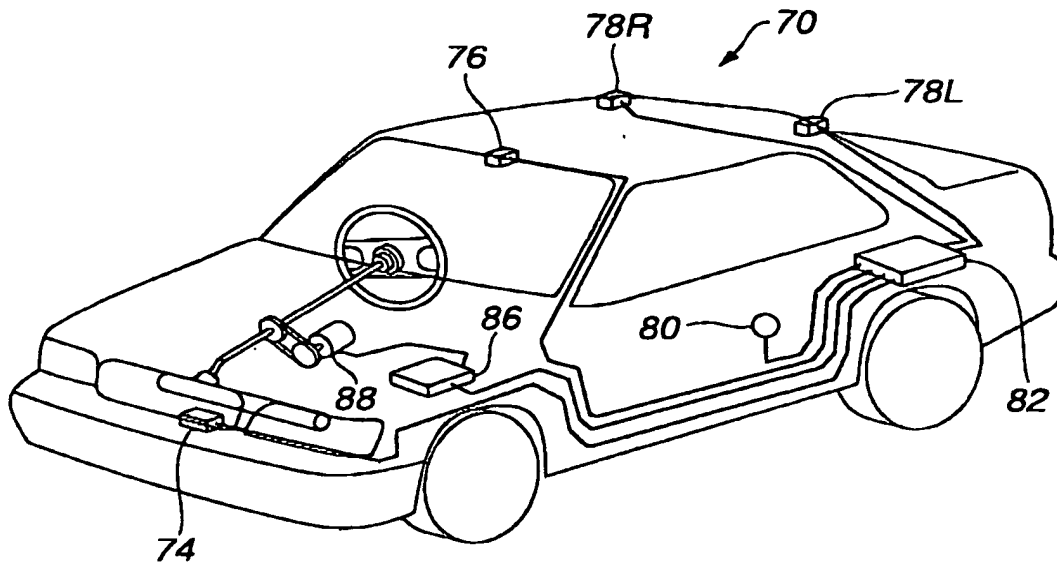
**$V_f$  : VELOCITY OF FOLLOWING VEHICLE**

**$V_r = V_f - V_a$  : RELATIVE VEHICLE VELOCITY**

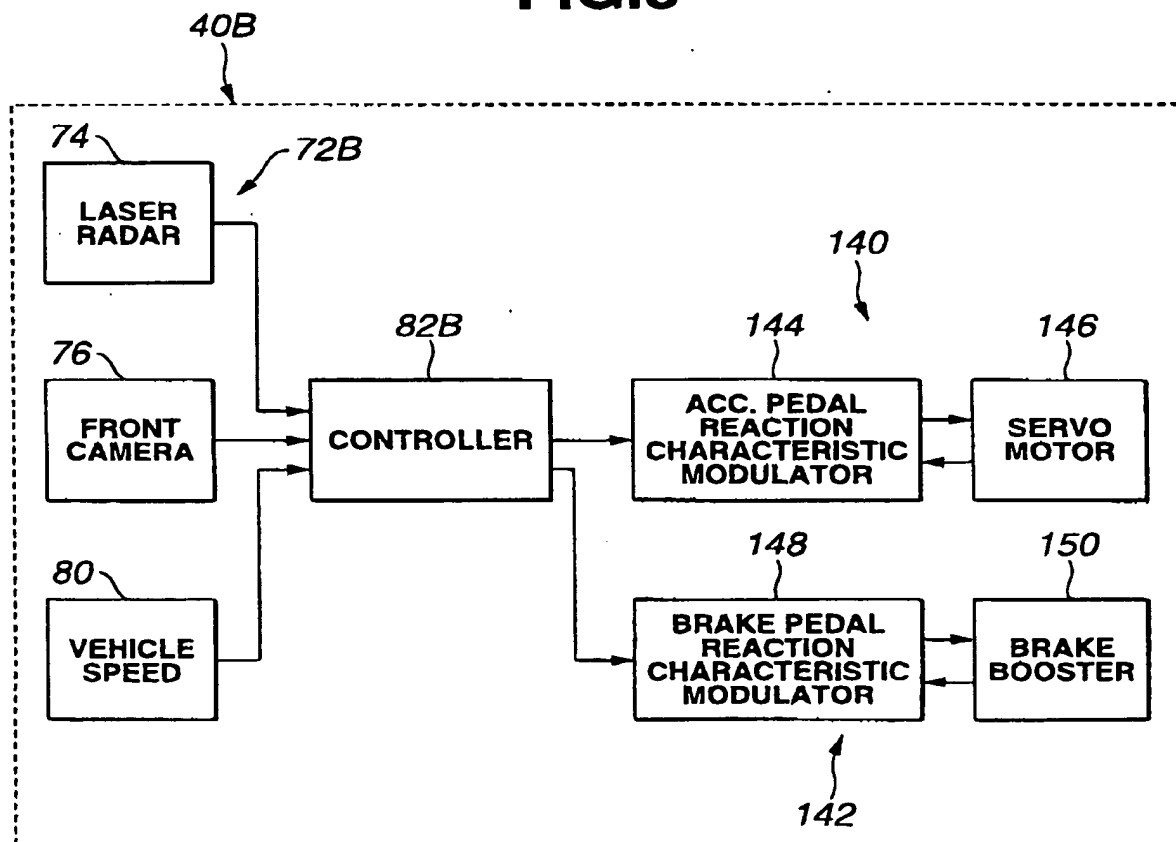
FIG.3

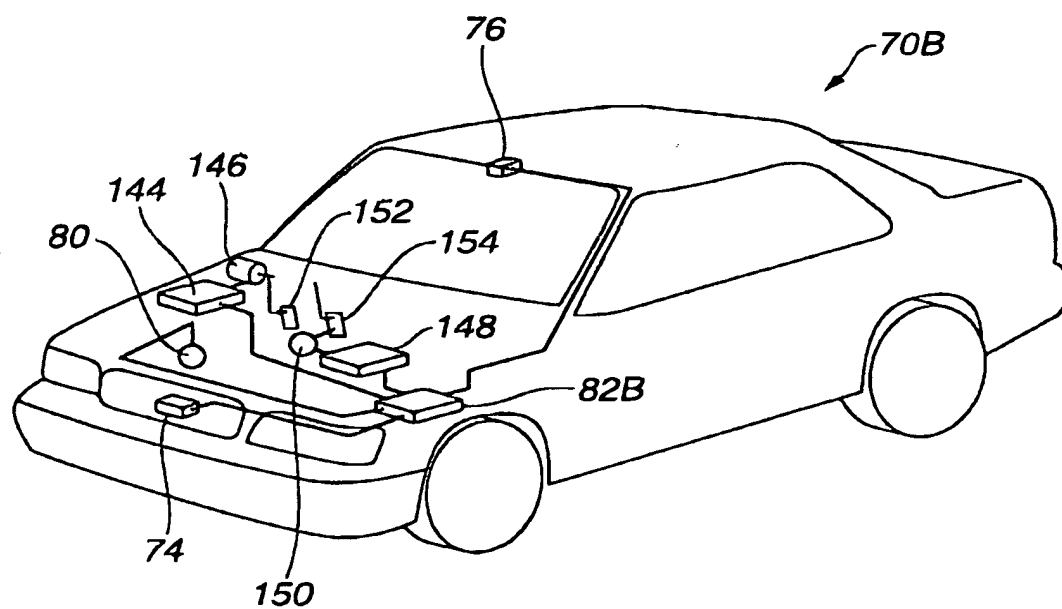


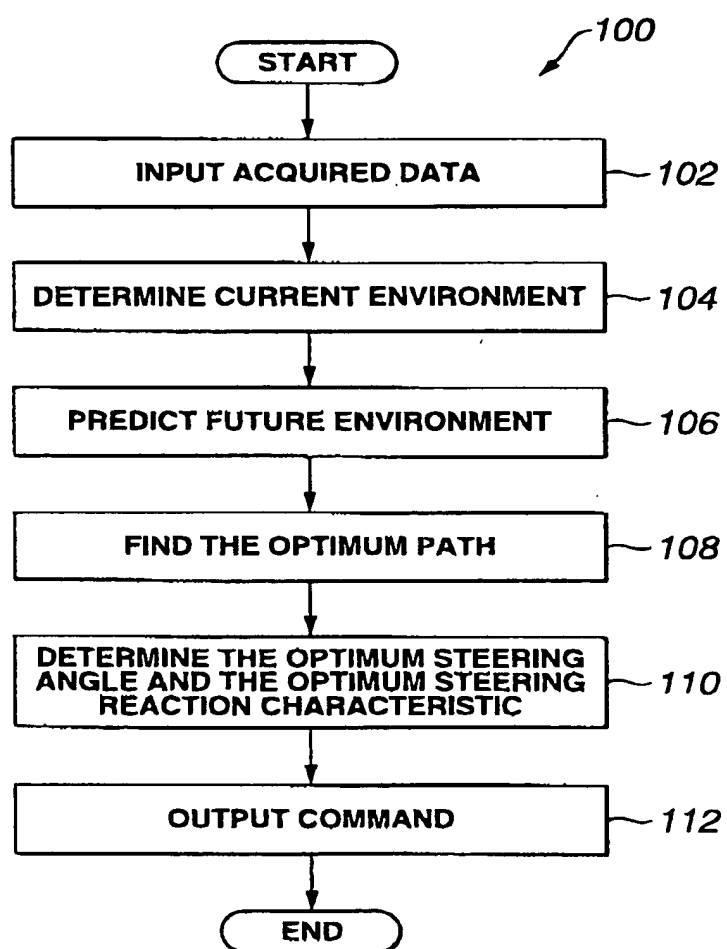
**FIG.4**



**FIG.5**



**FIG.6**

**FIG.7**

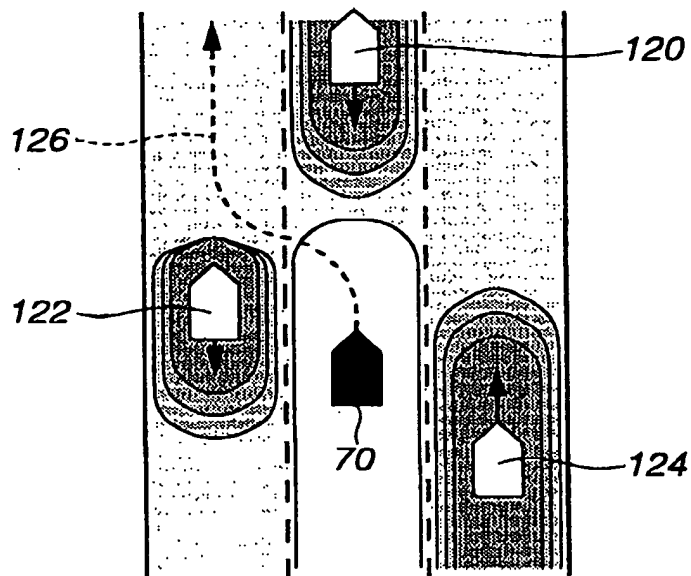
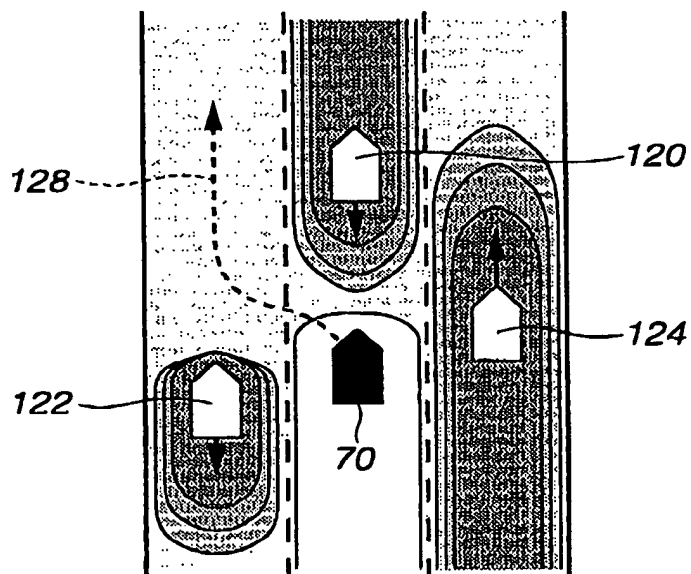
**FIG.8****FIG.9**

FIG.10

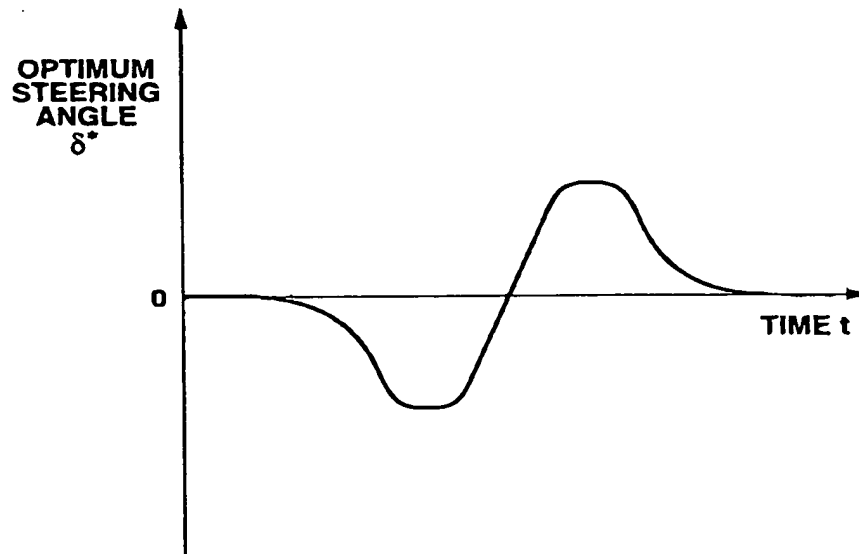
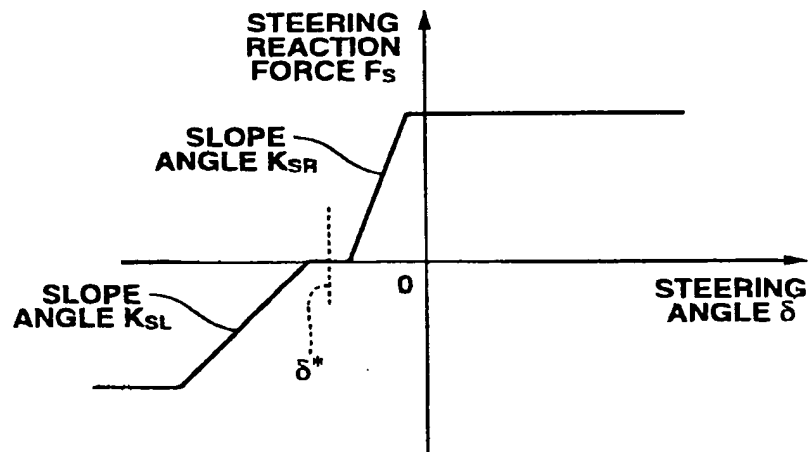
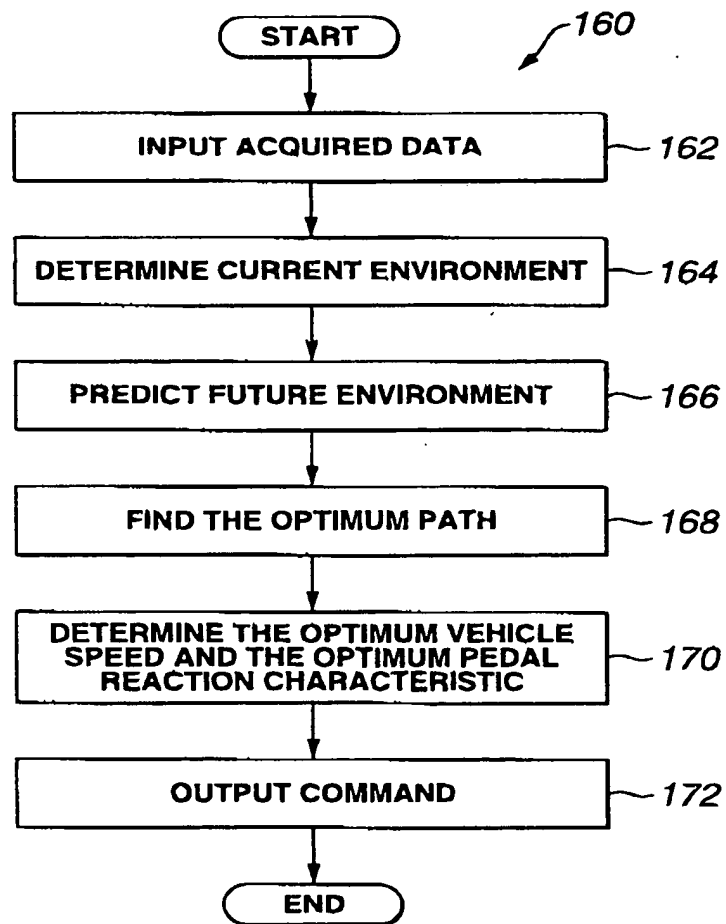
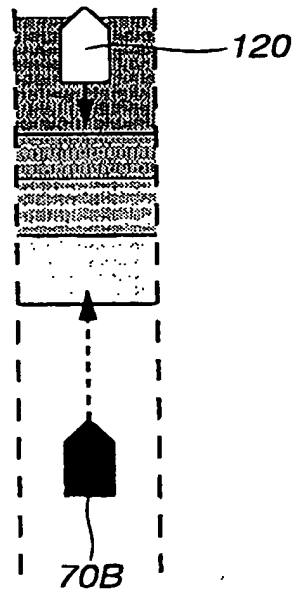
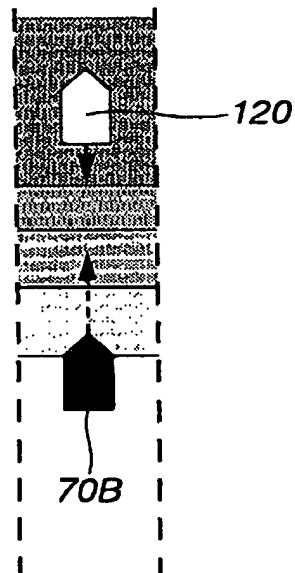


FIG.11





**FIG.12**

**FIG.13****FIG.14**

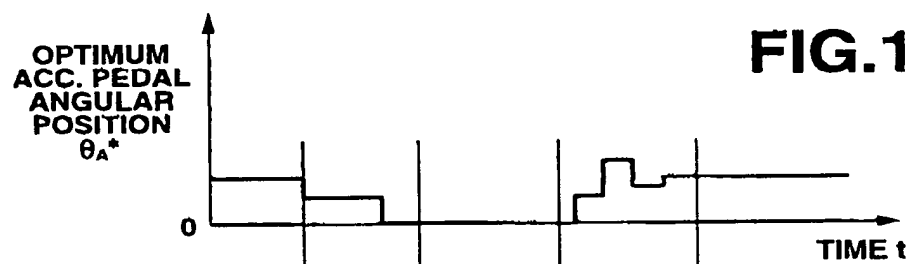
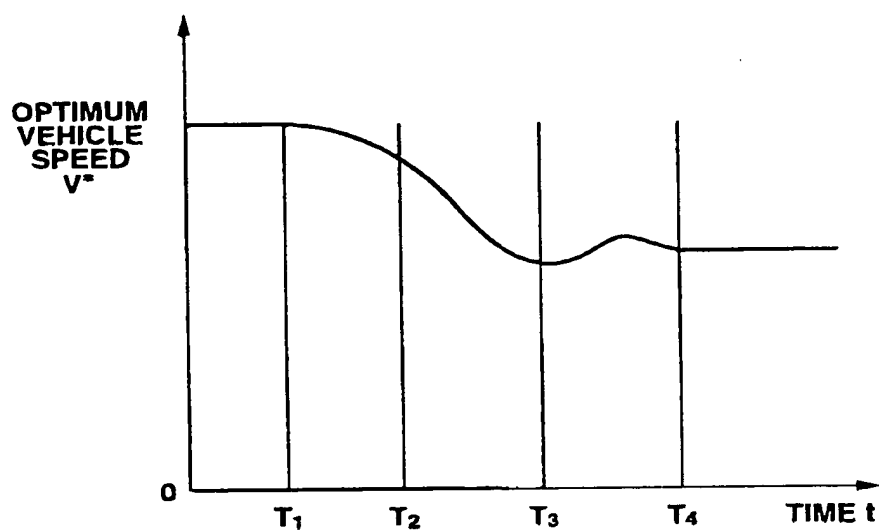
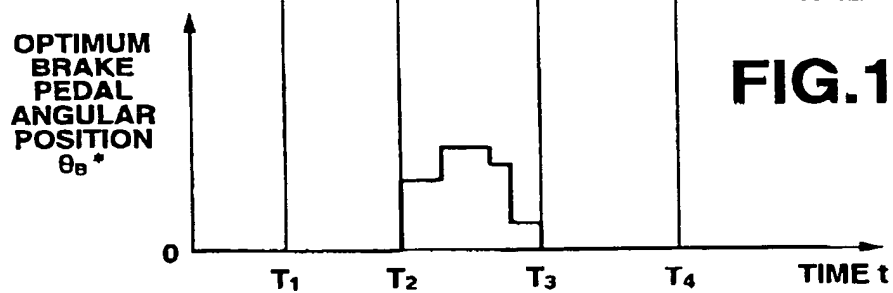
**FIG.15****FIG.16A****FIG.16B**

FIG.17

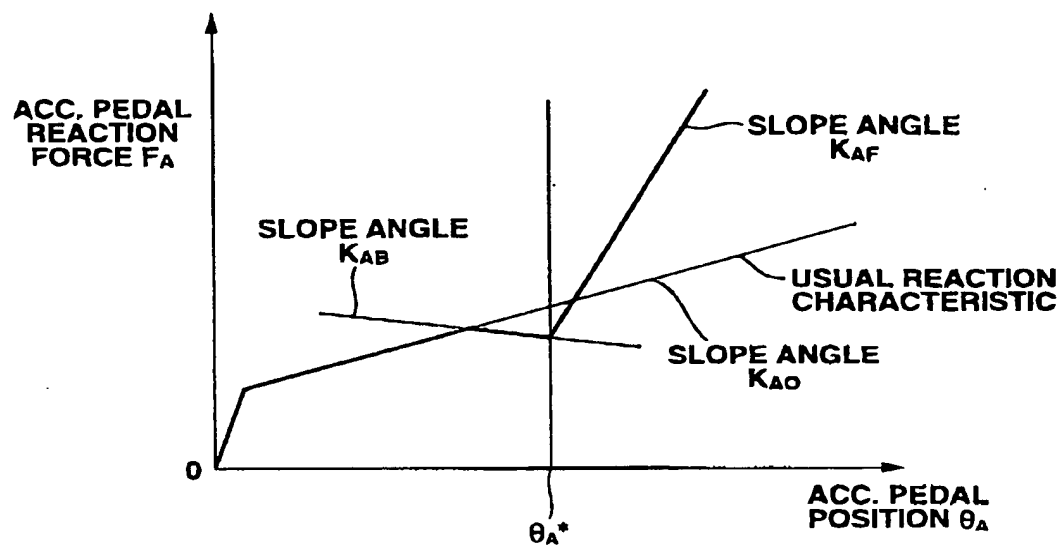
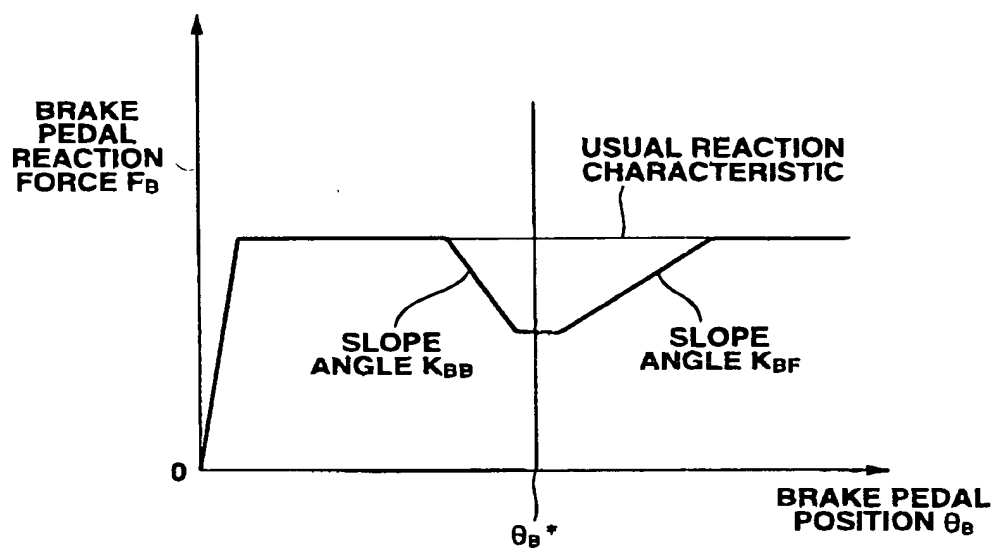


FIG.18



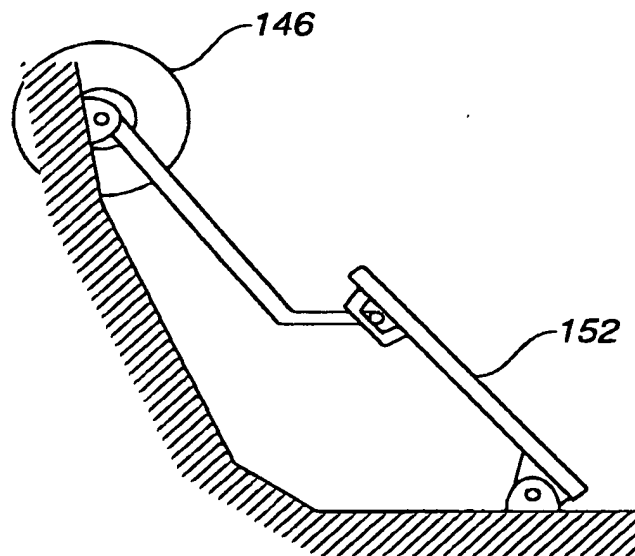
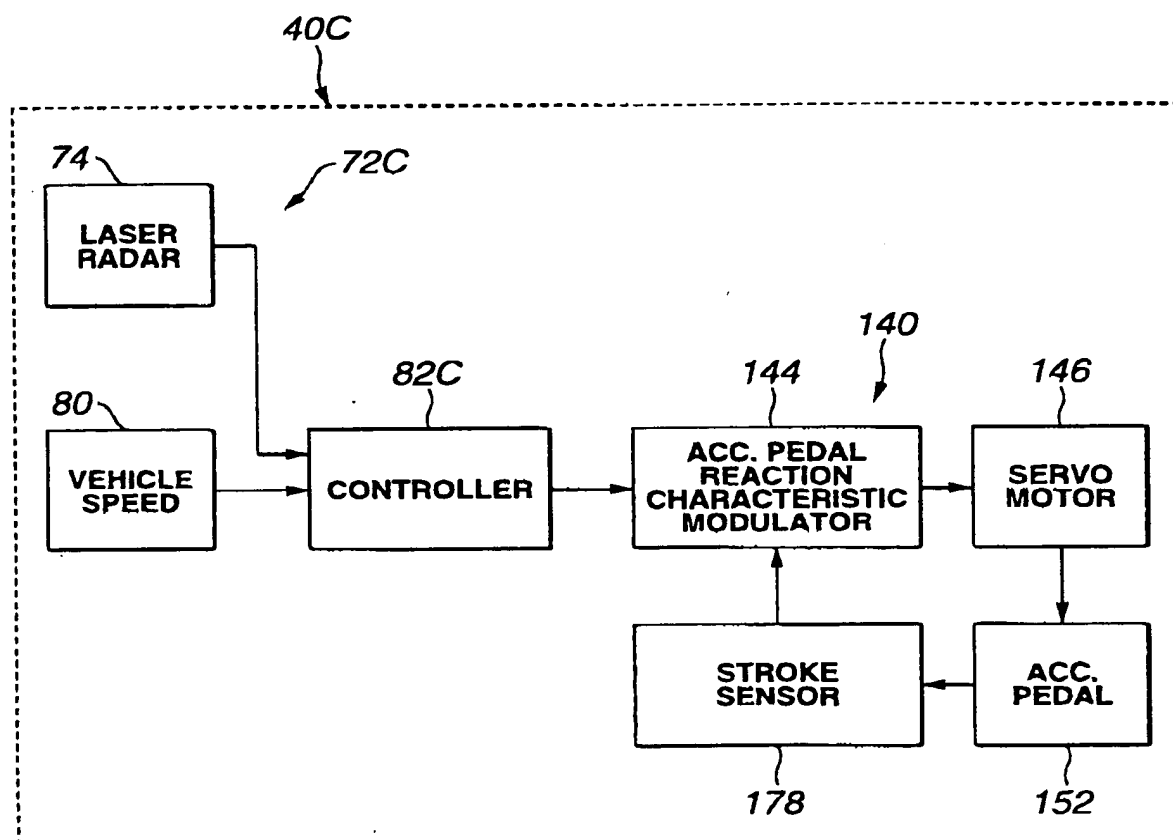
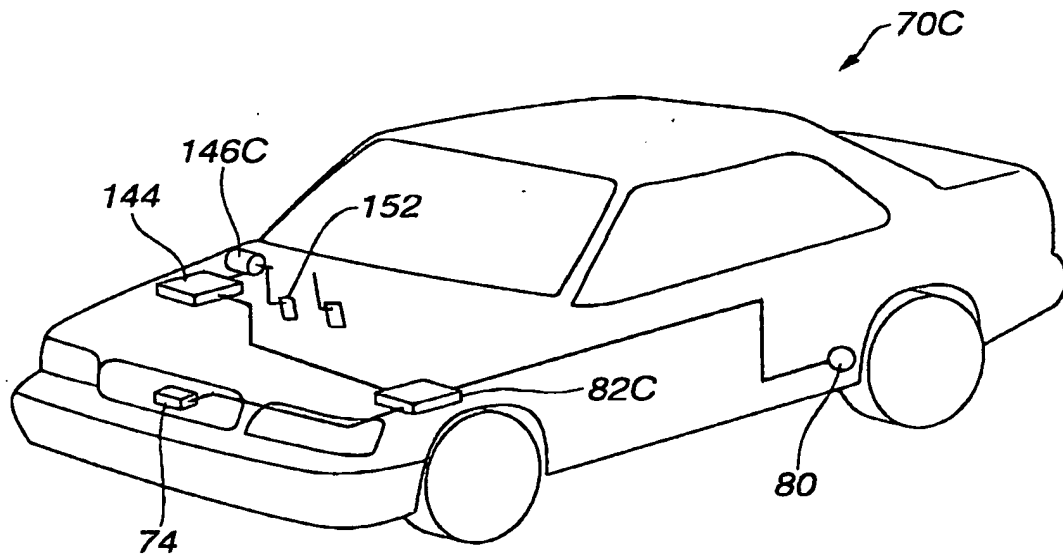
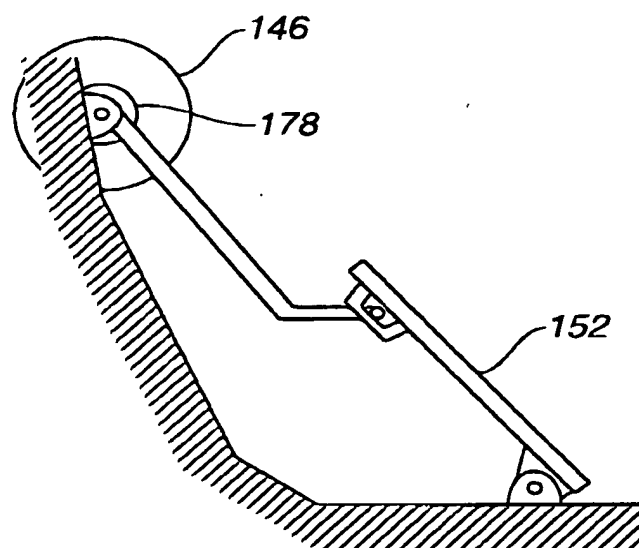
**FIG.19**

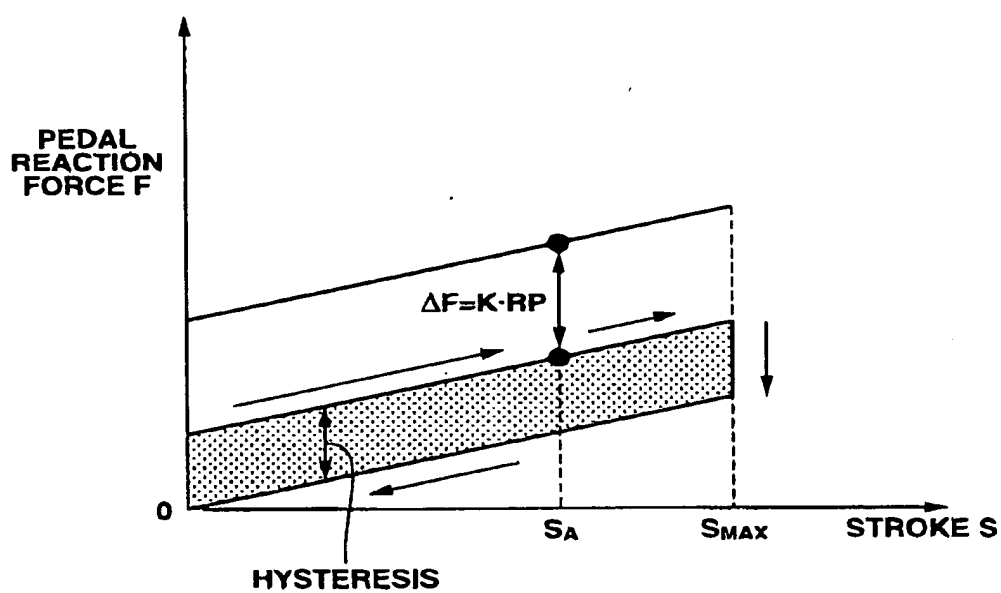
FIG.20



**FIG.21**

**FIG.22**



**FIG.23**

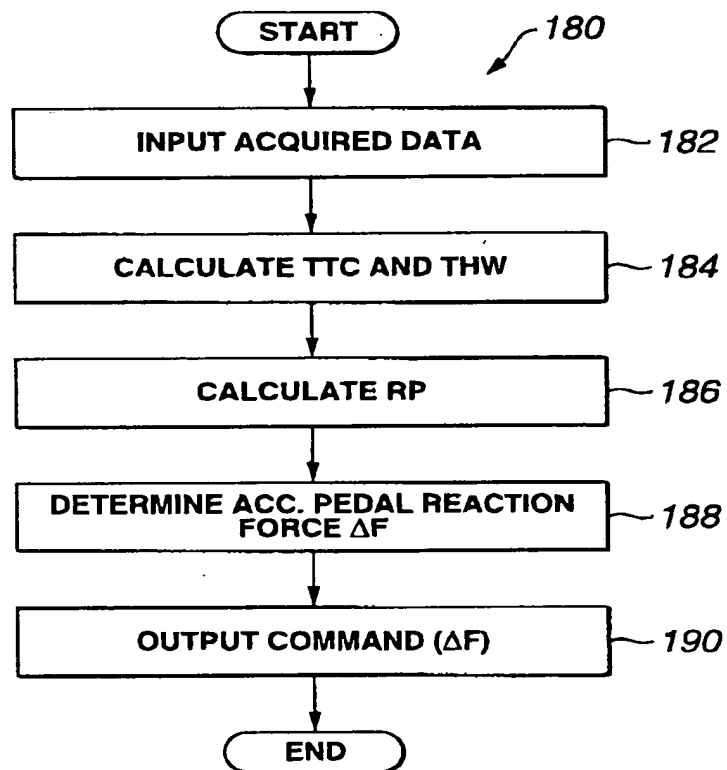
**FIG.24**

FIG.25

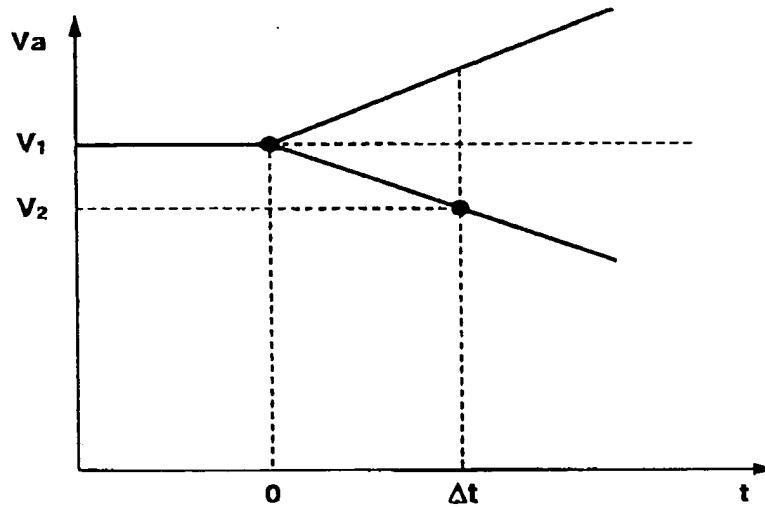


FIG.26

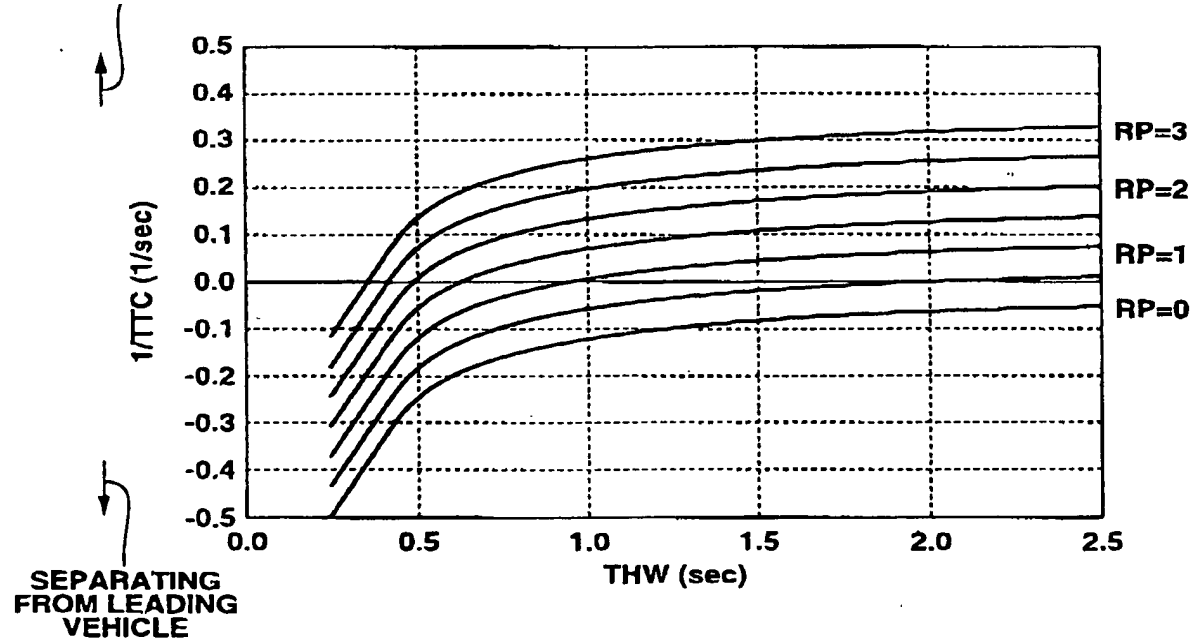
APPROACHING  
TO LEADING  
VEHICLE

FIG.27

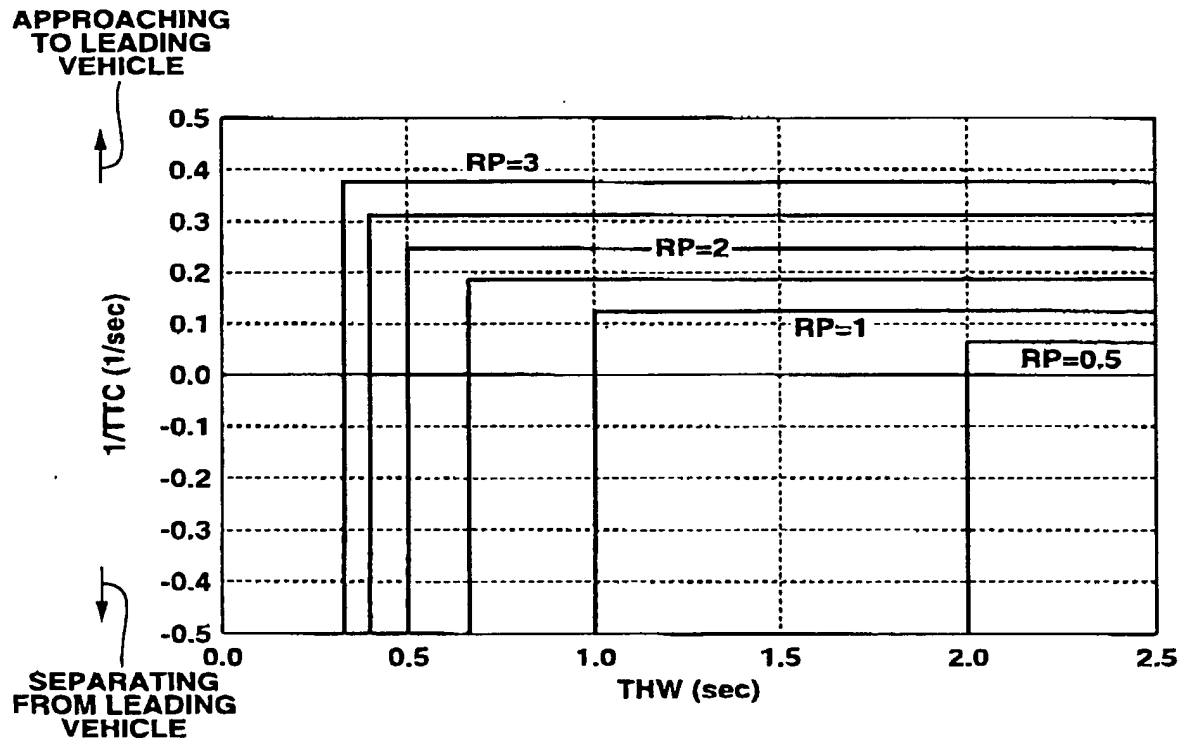
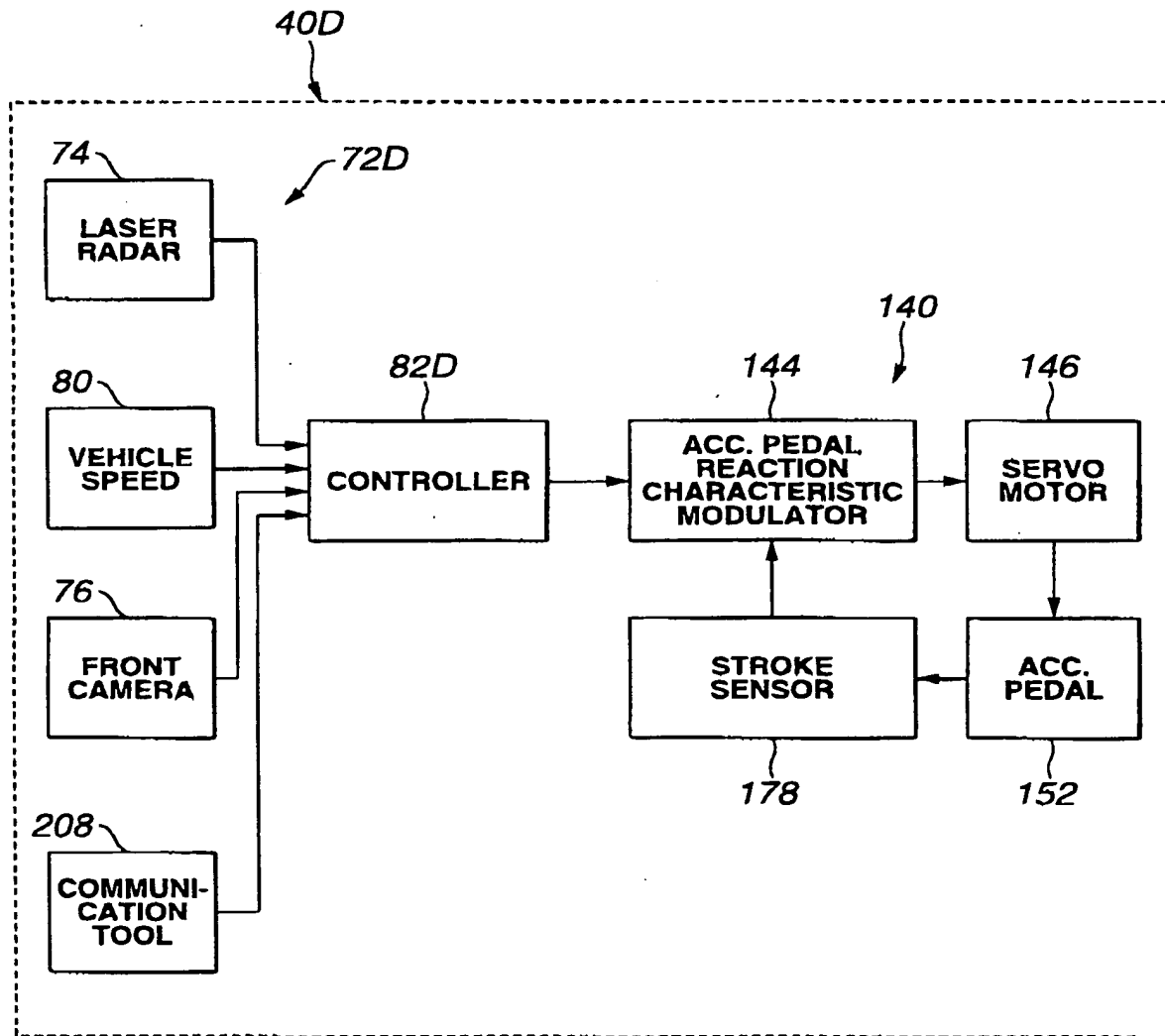


FIG.28



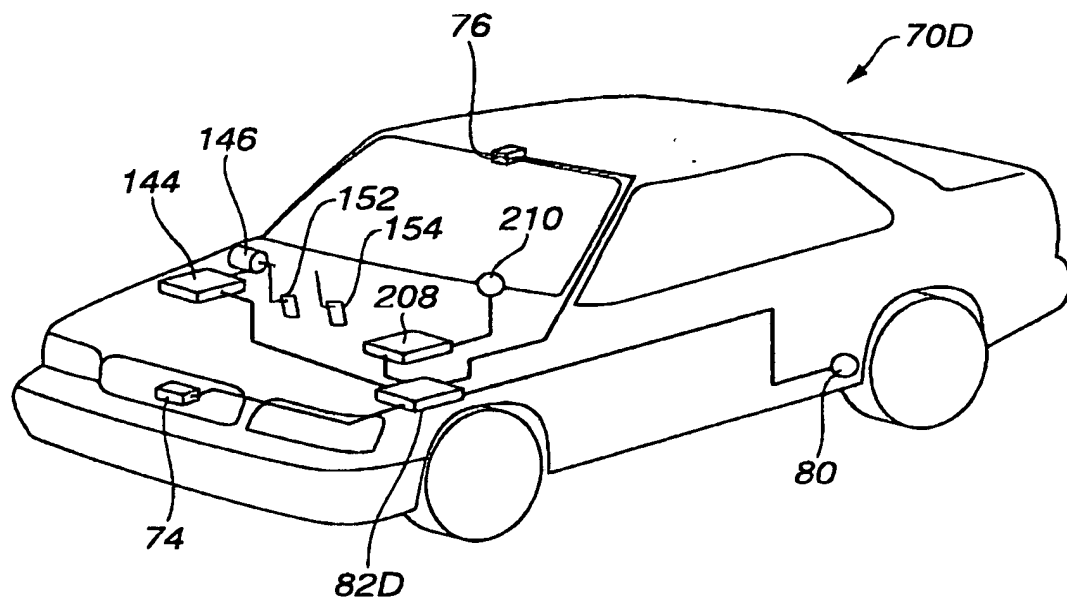
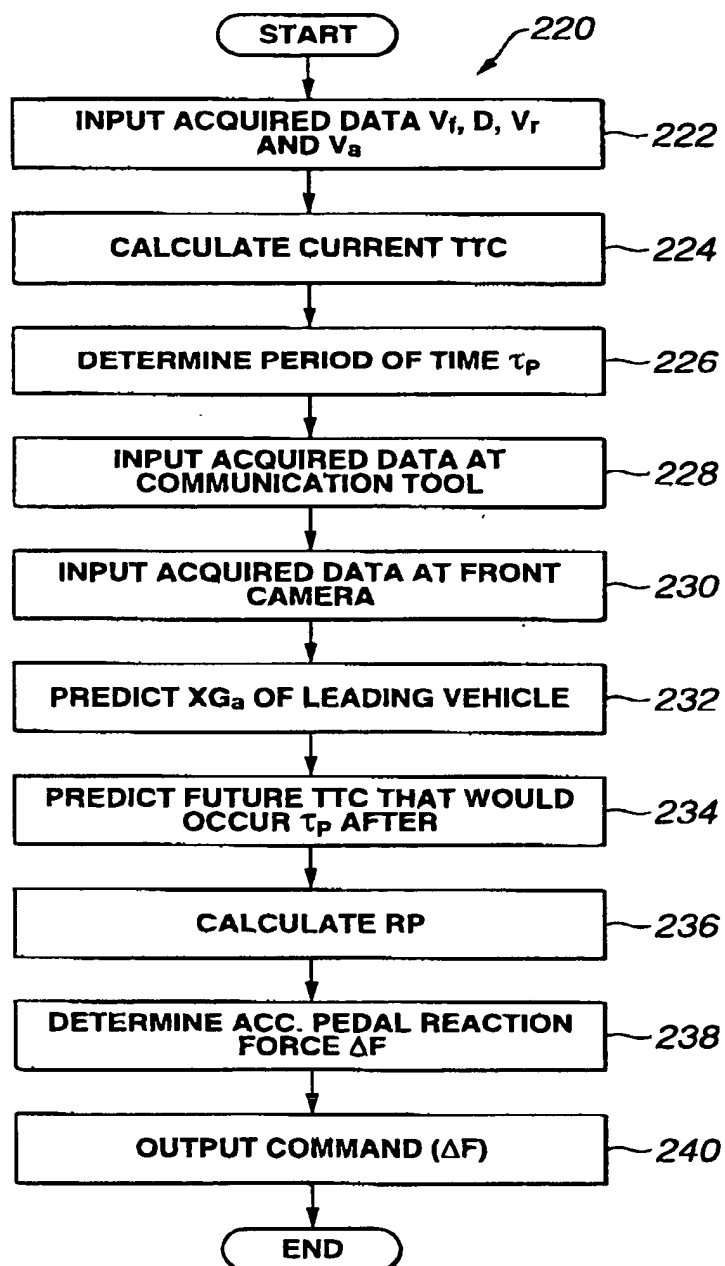
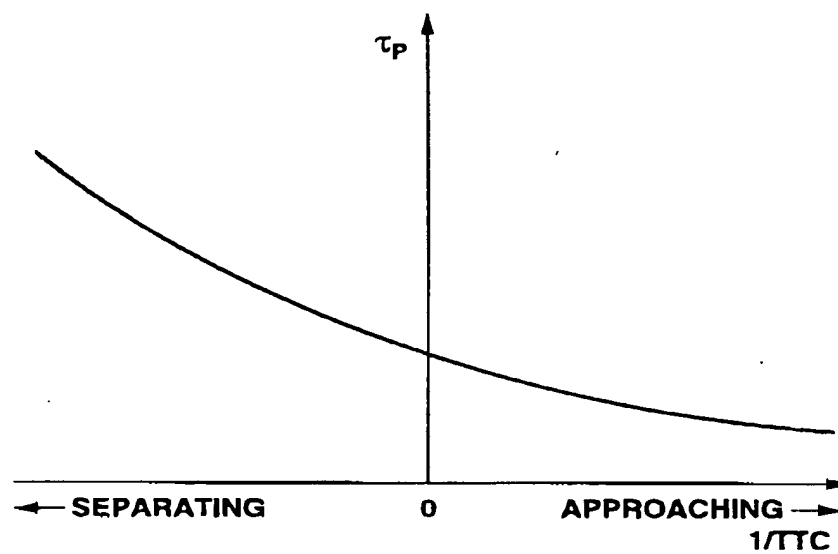
**FIG.29**

FIG.30



**FIG.31**



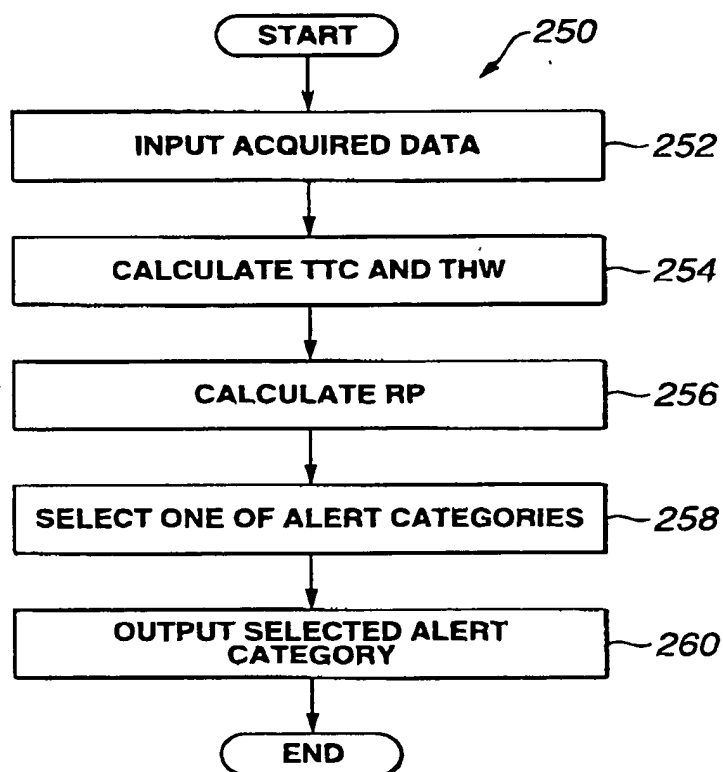
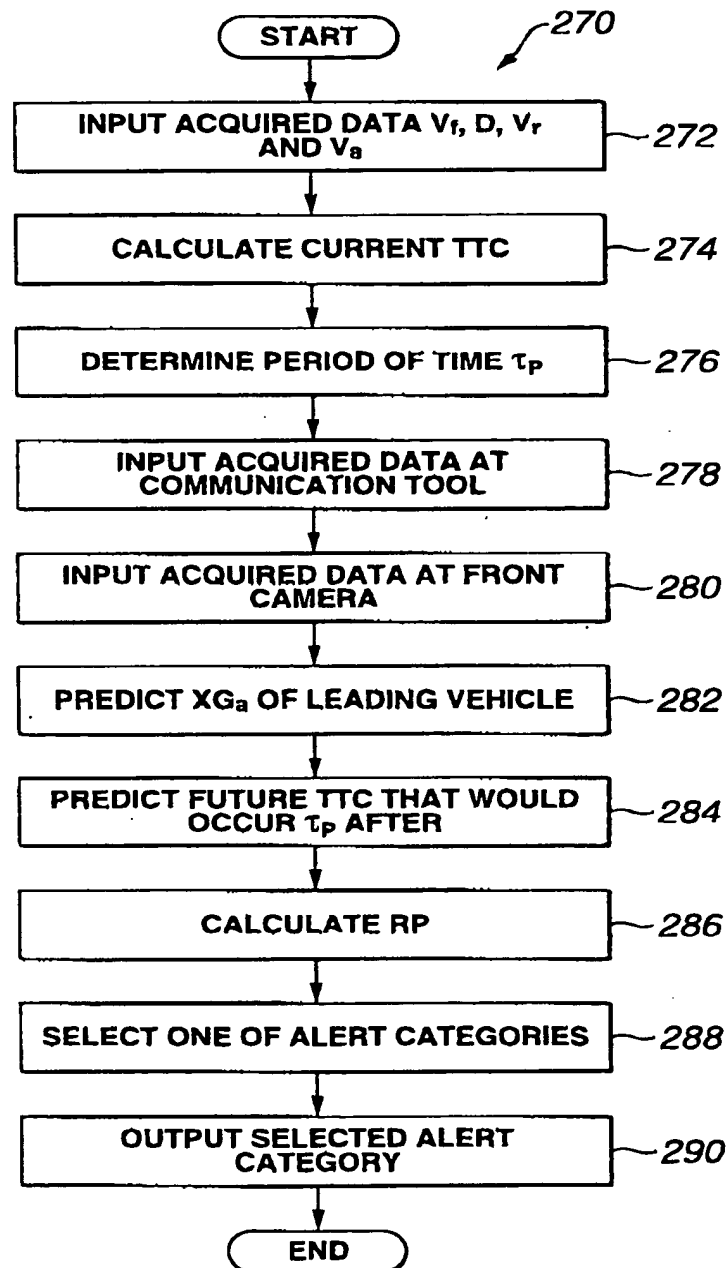
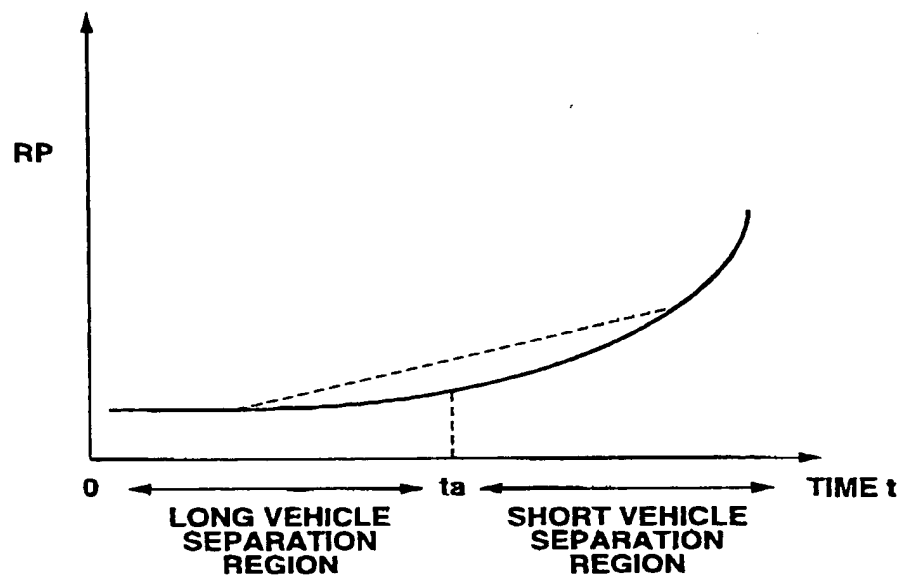
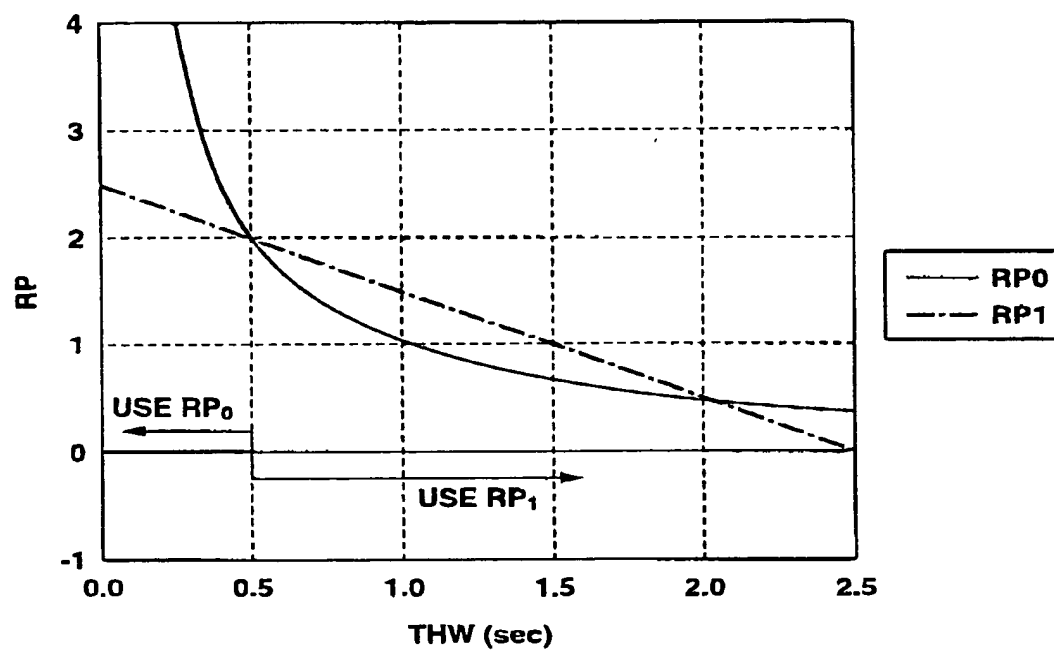
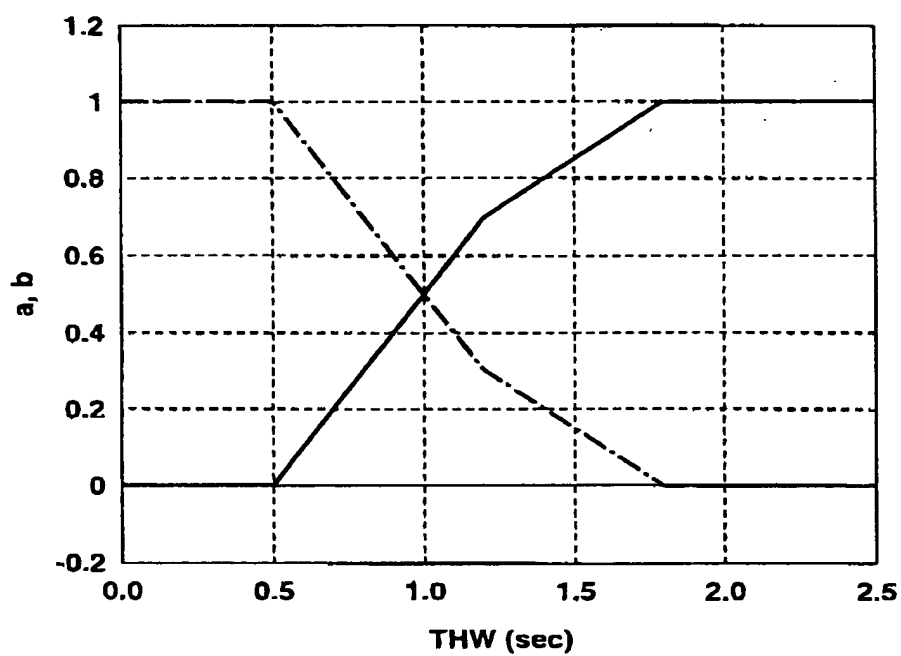
**FIG.32**

FIG.33



**FIG.34**

**FIG.35**

**FIG.36**

**FIG.37**

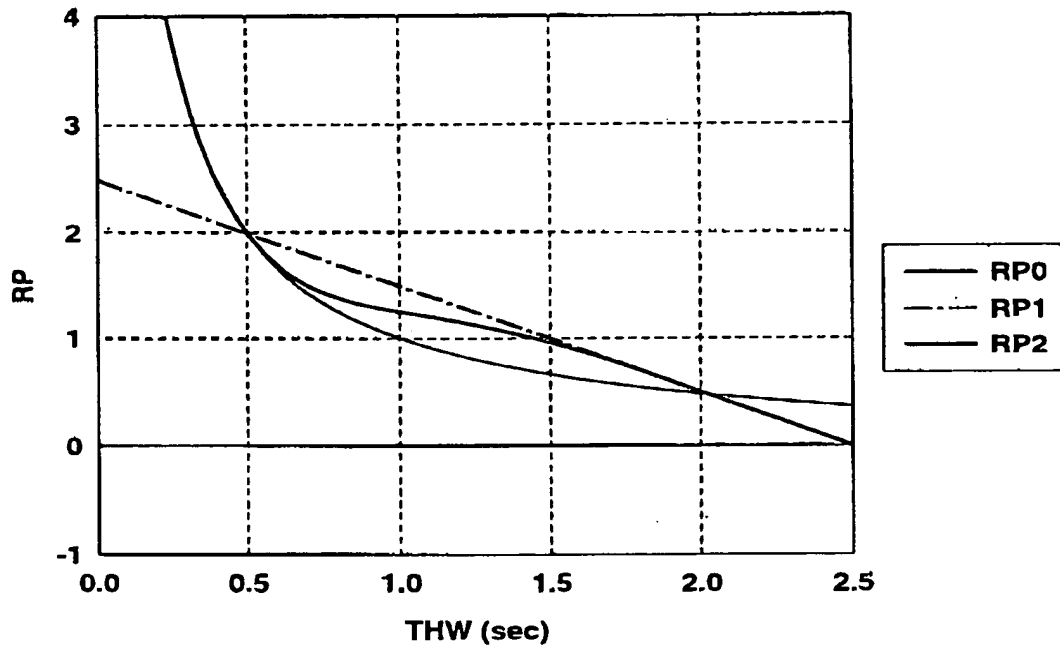
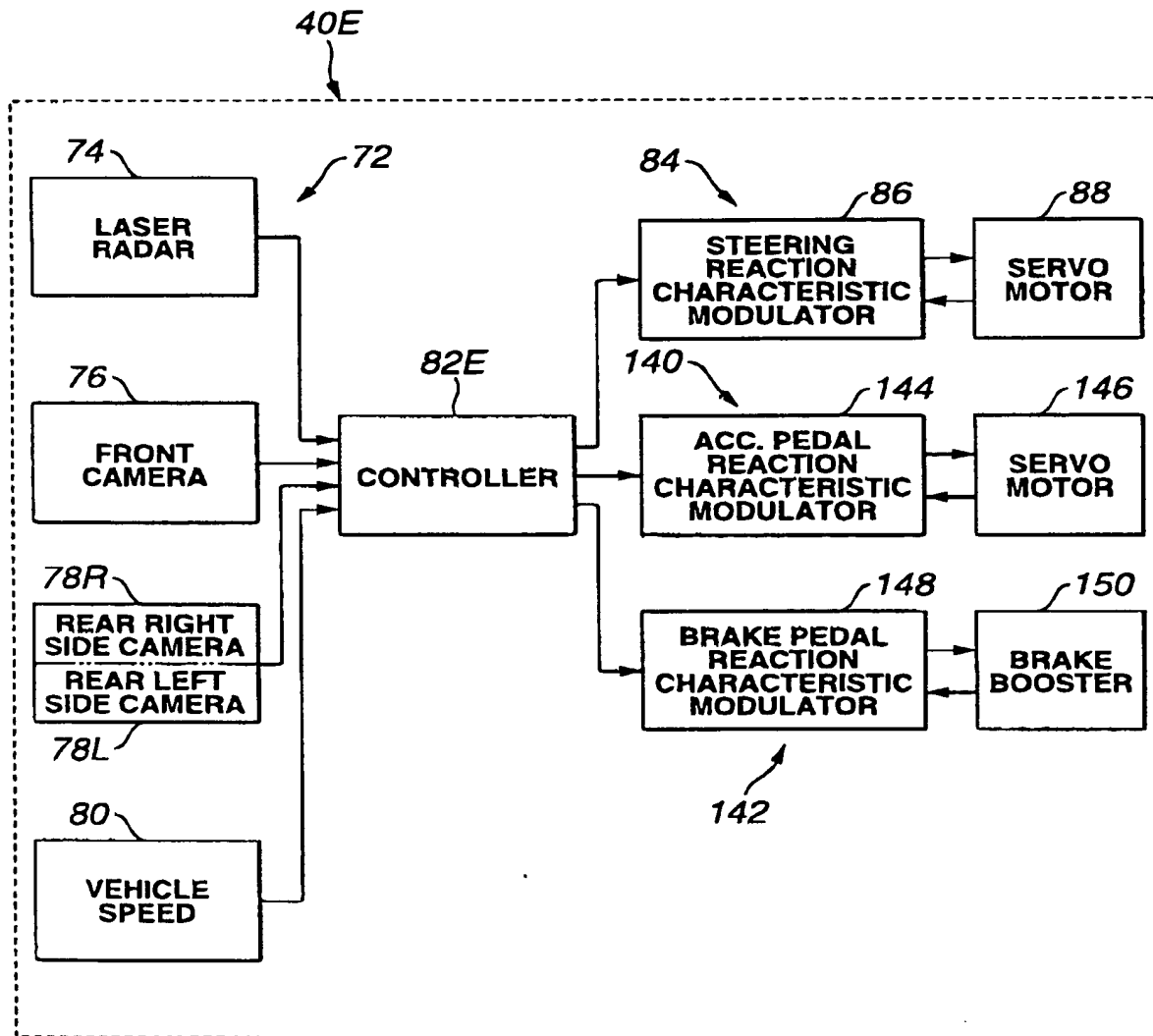
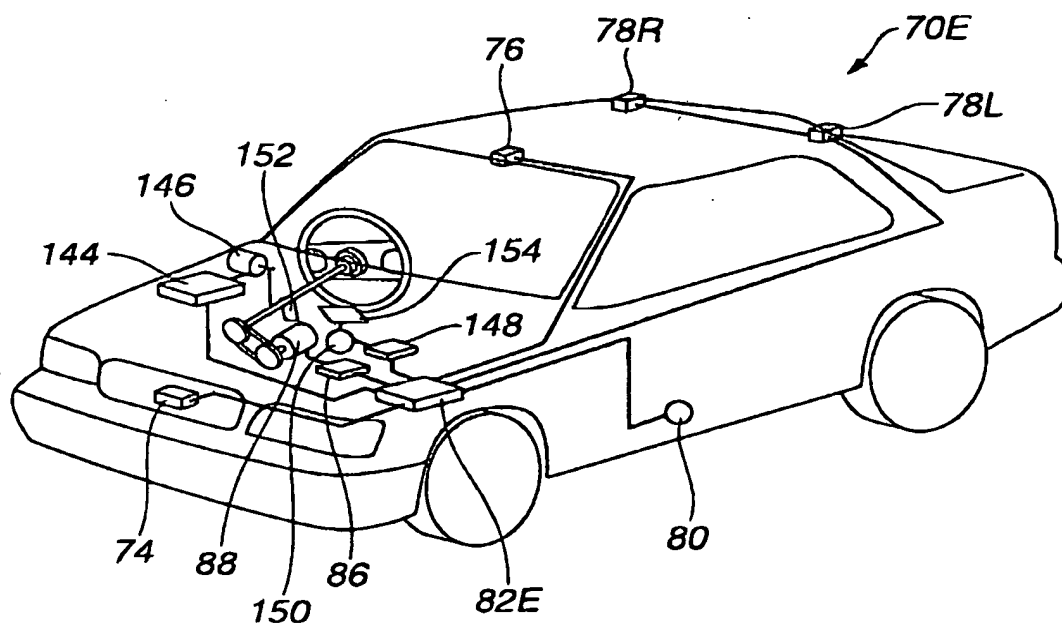


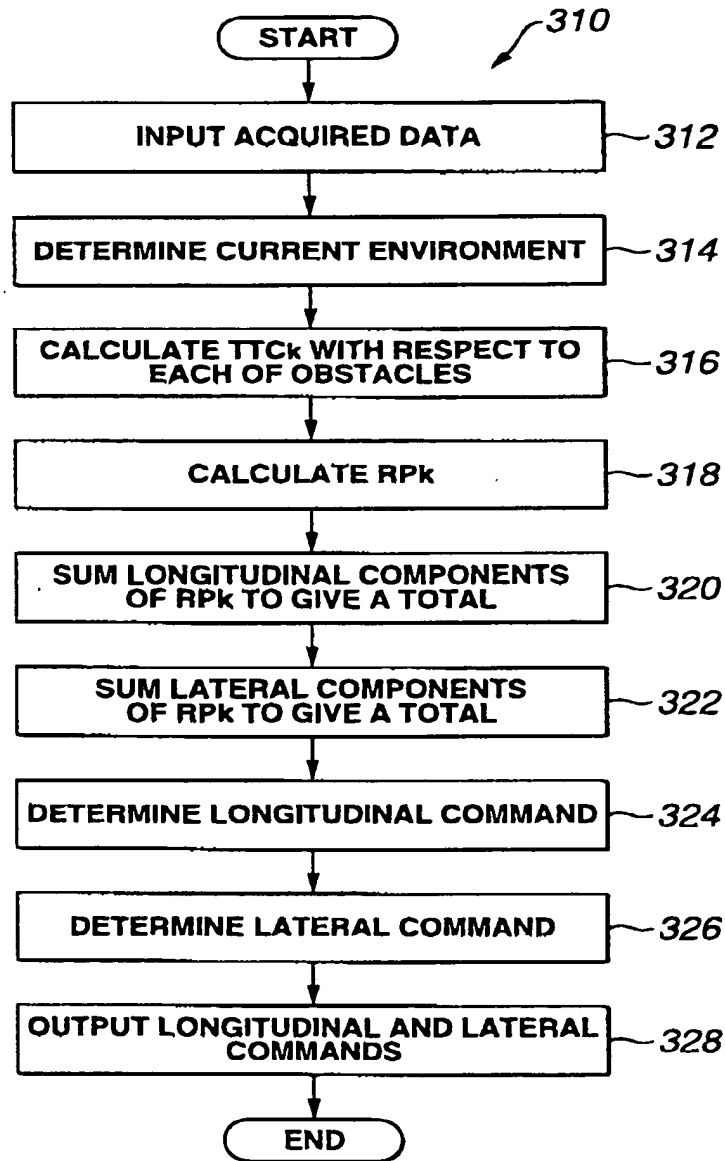
FIG.38

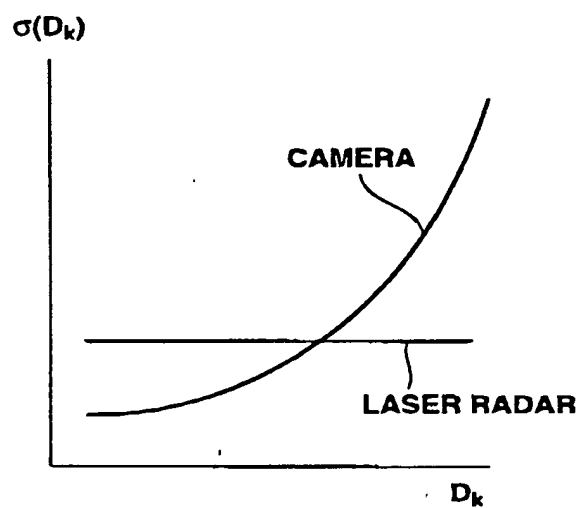
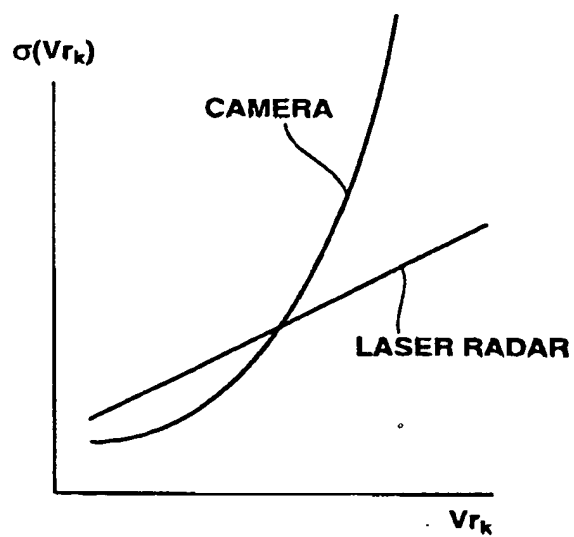


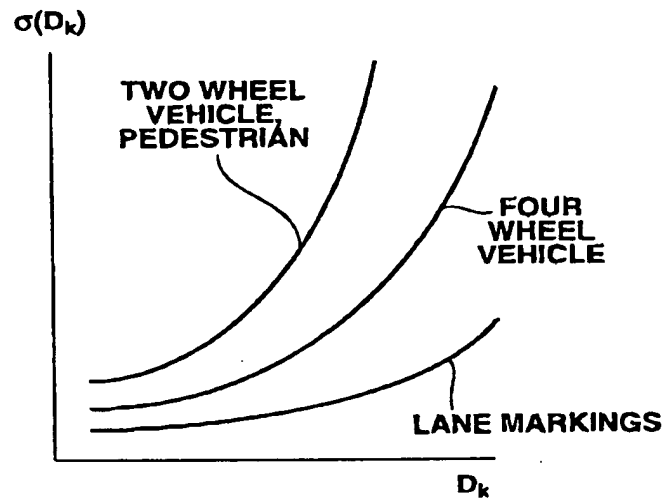
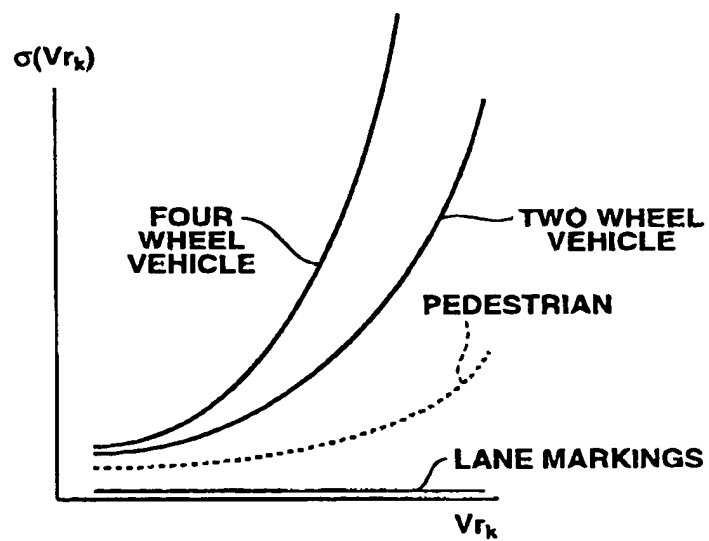
**FIG.39**

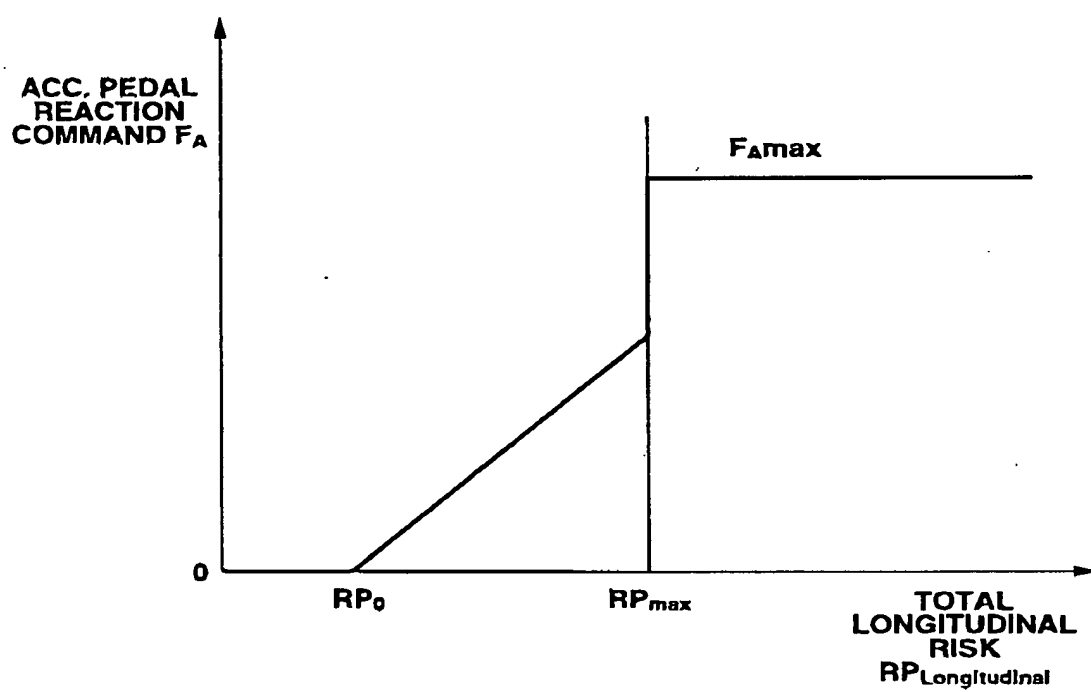


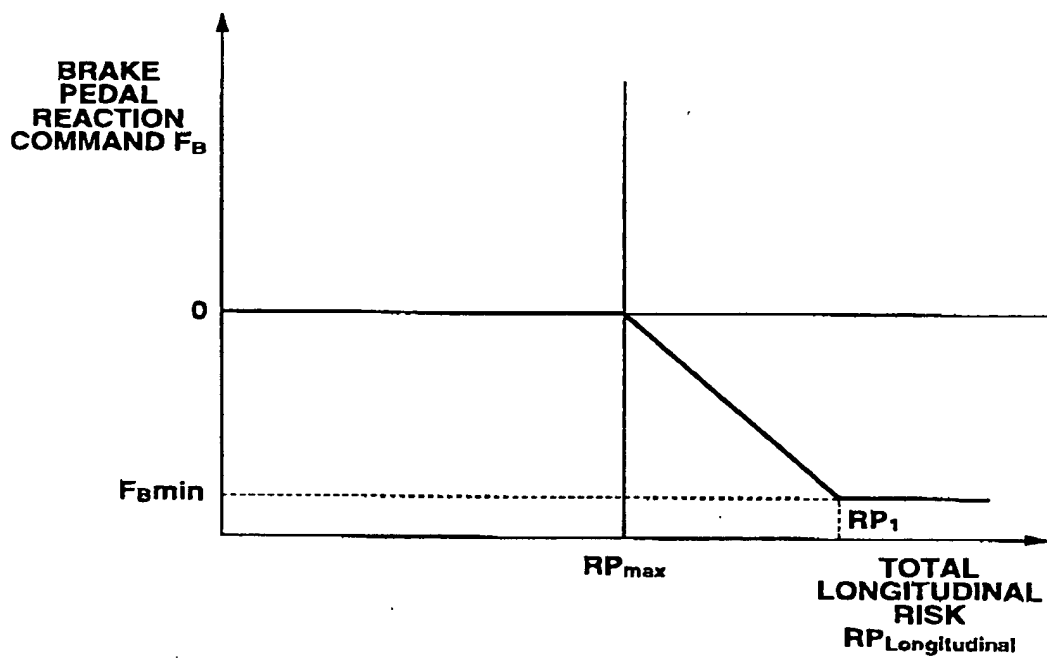


**FIG.40**

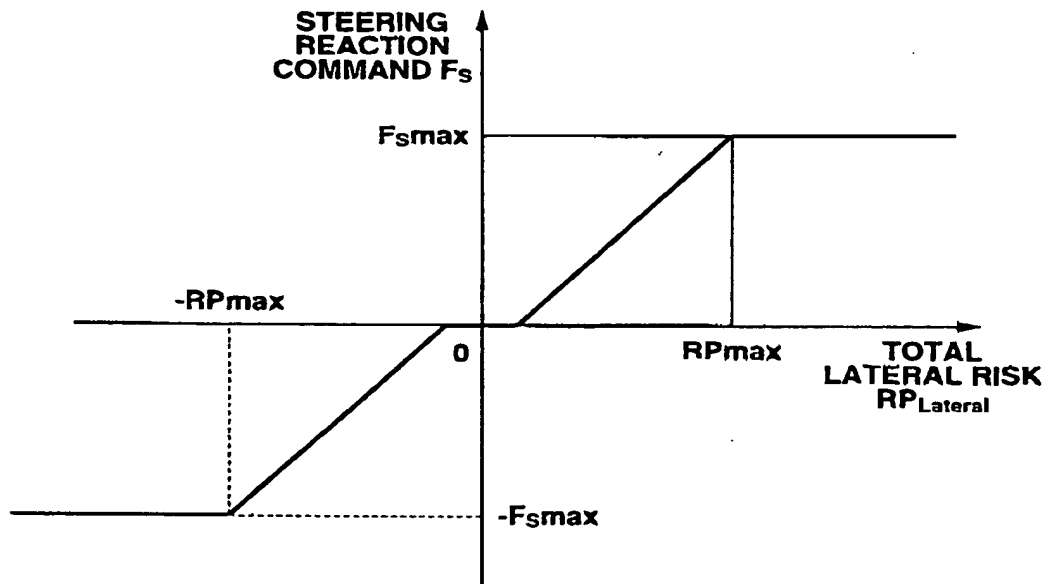
**FIG.41****FIG.42**

**FIG.43****FIG.44**

**FIG.45**

**FIG.46**

**FIG.47**



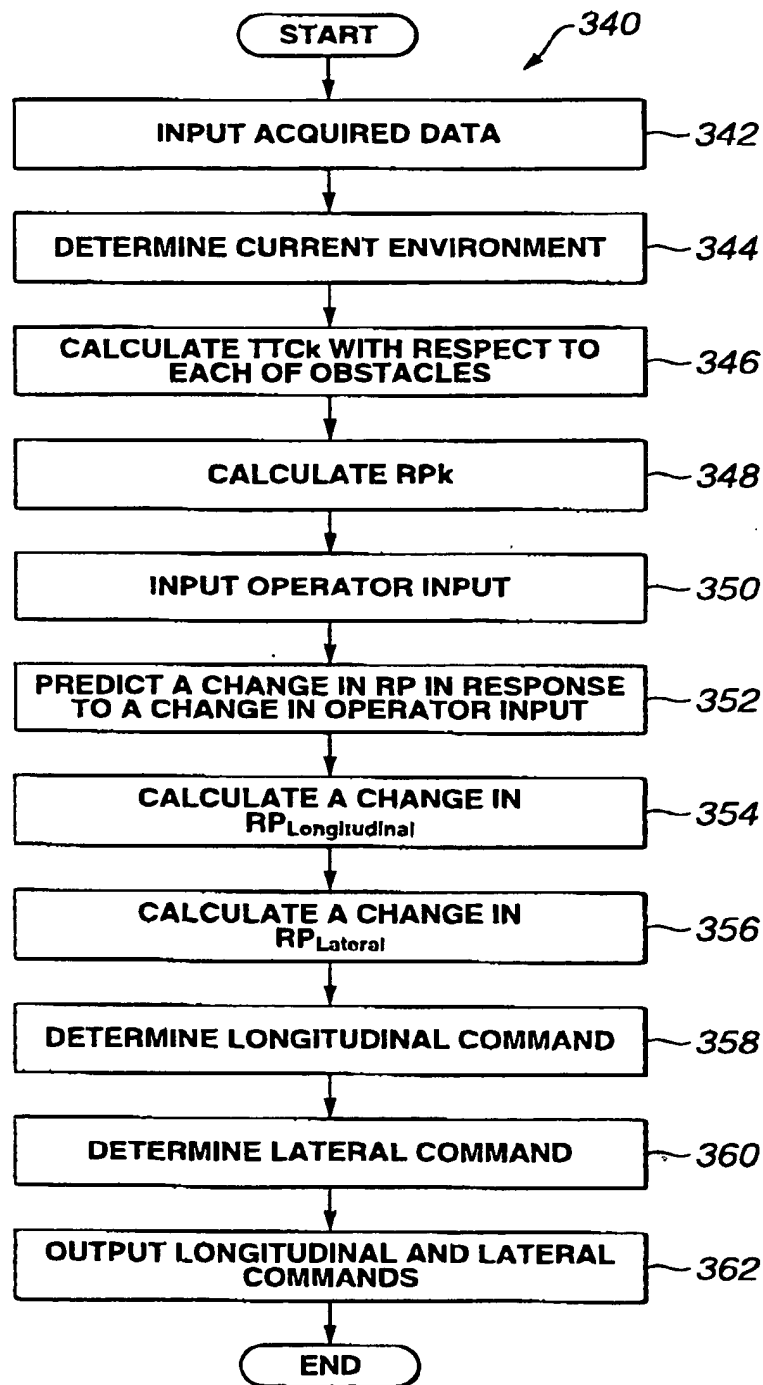
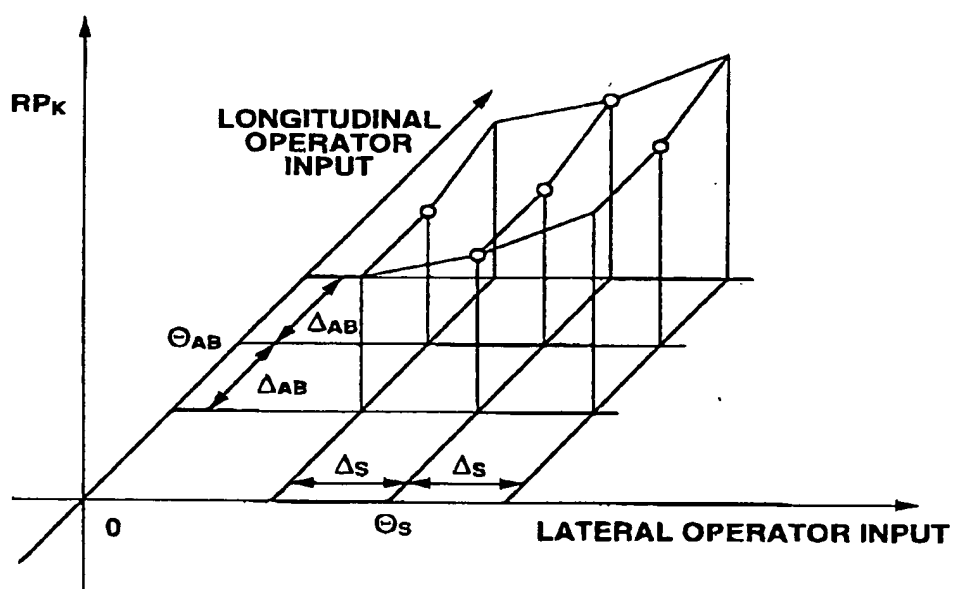
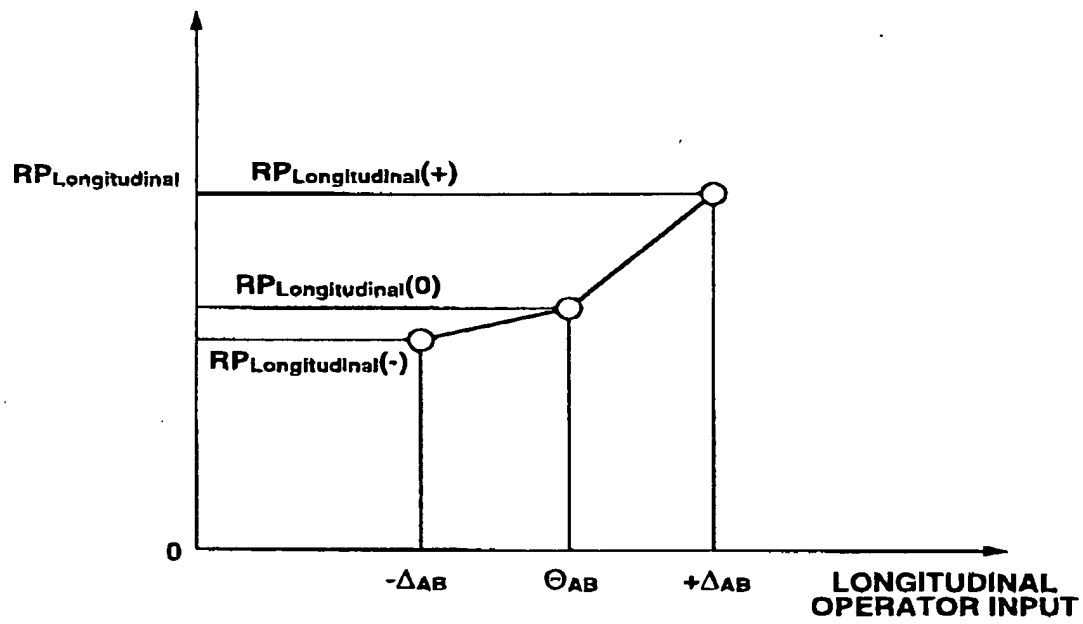
**FIG.48**

FIG.49





**FIG.50**

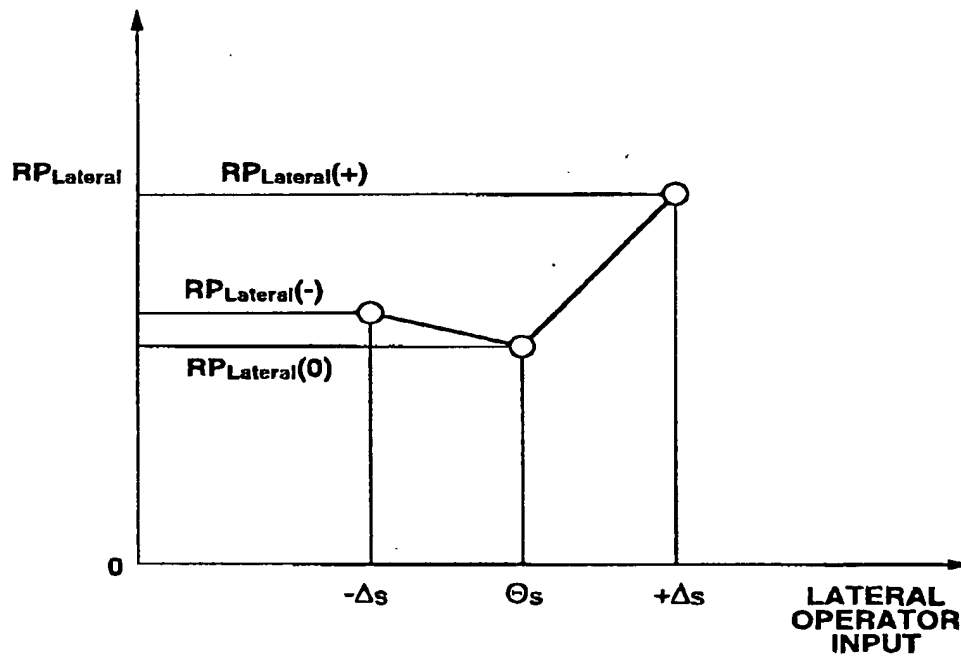
**FIG.51**

FIG.52

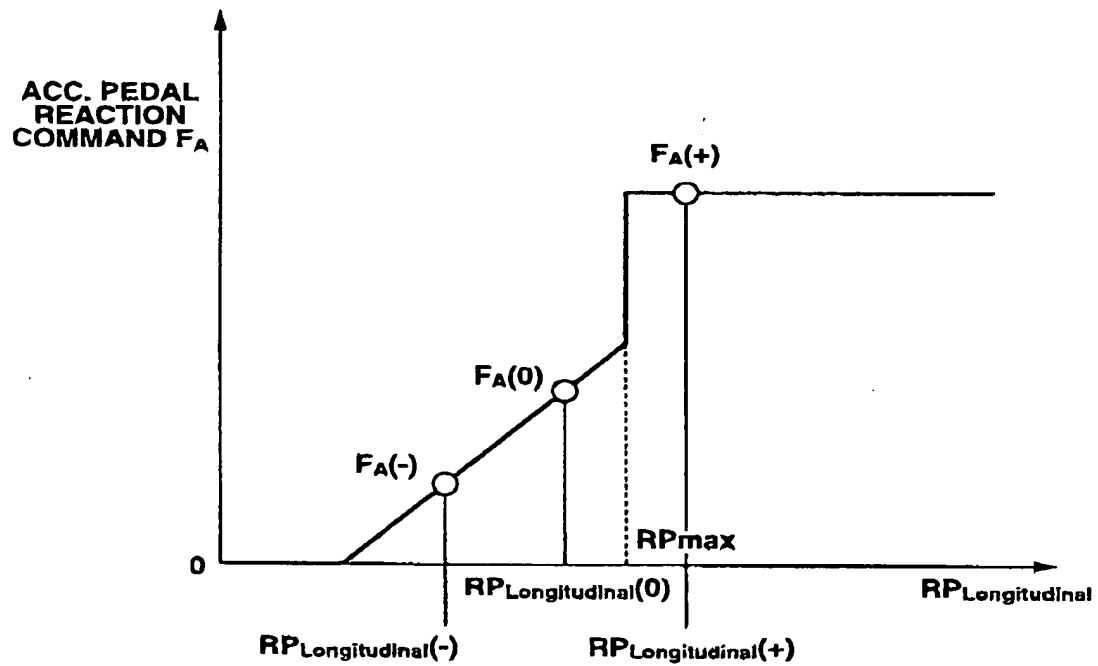


FIG.53

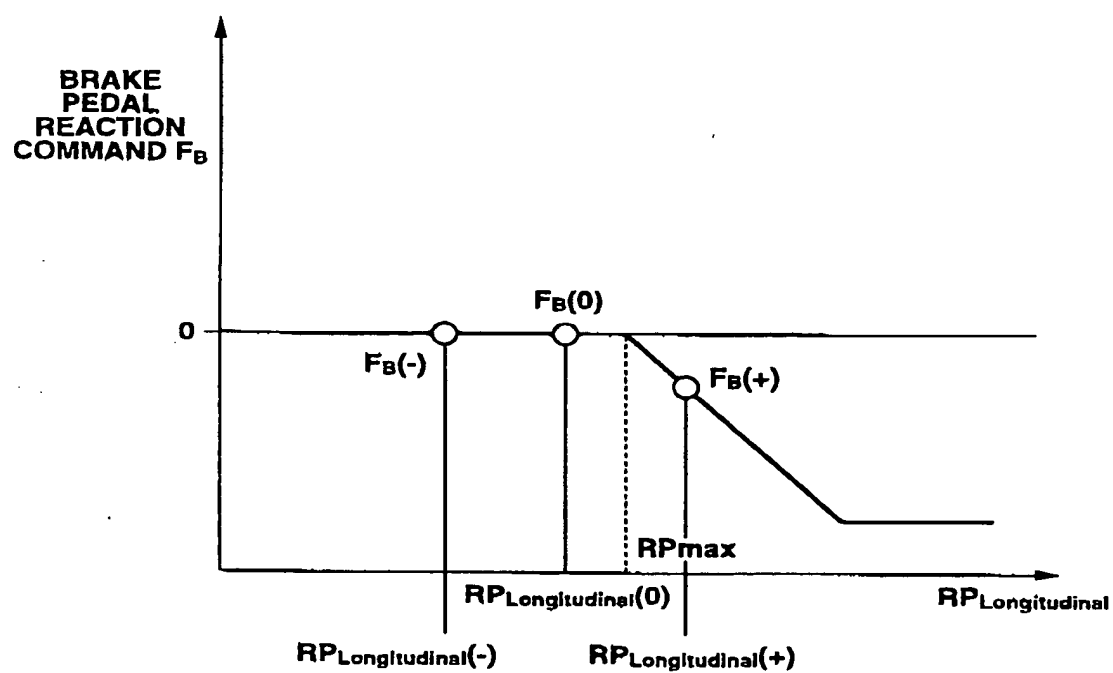


FIG.54

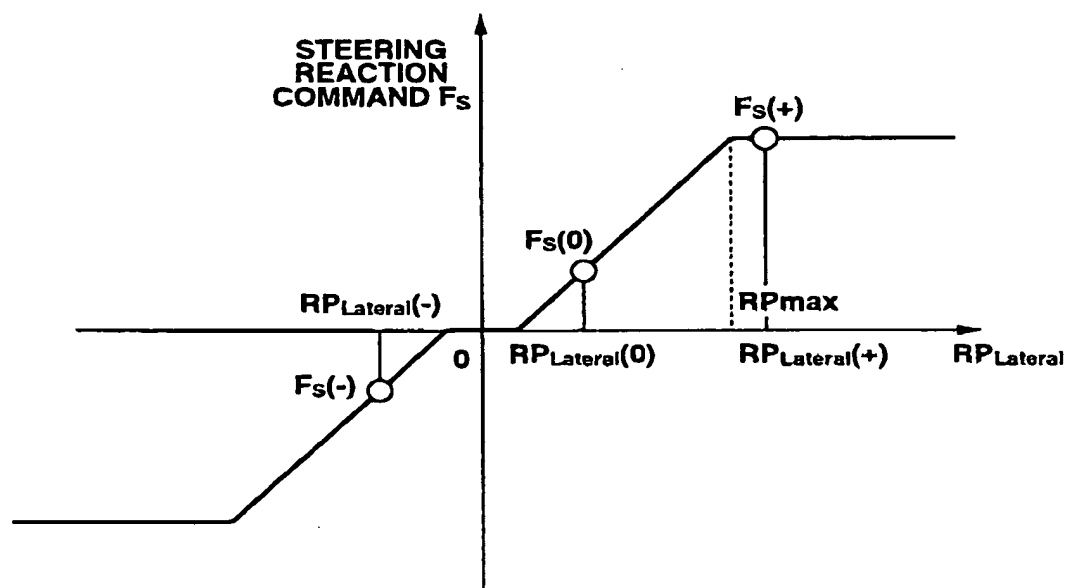
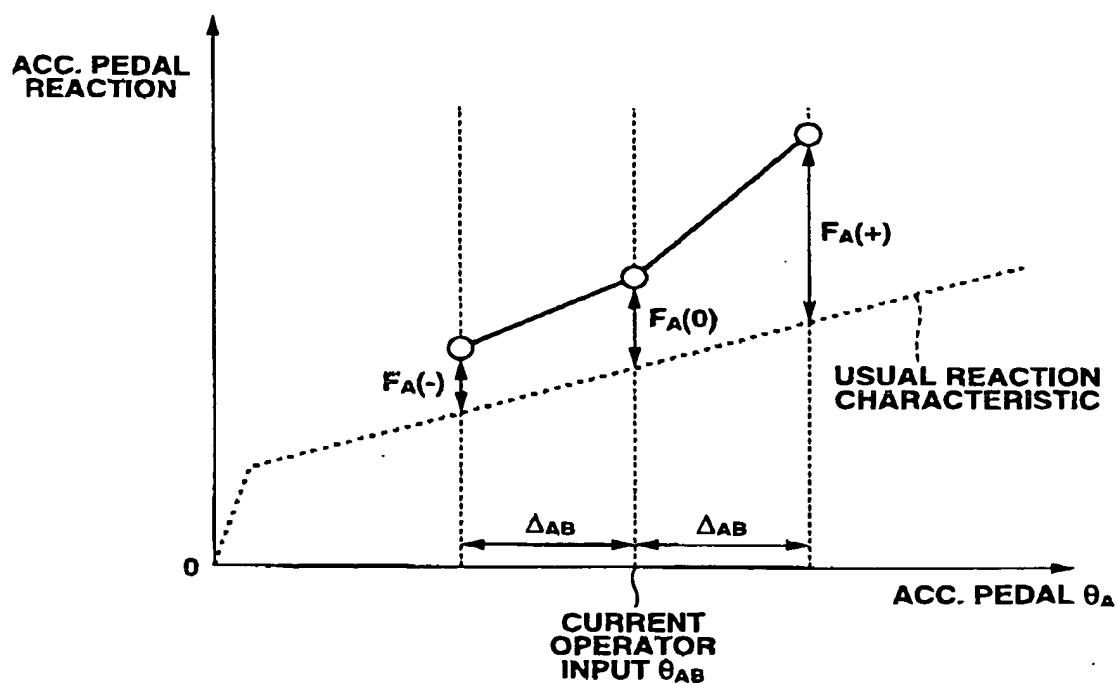
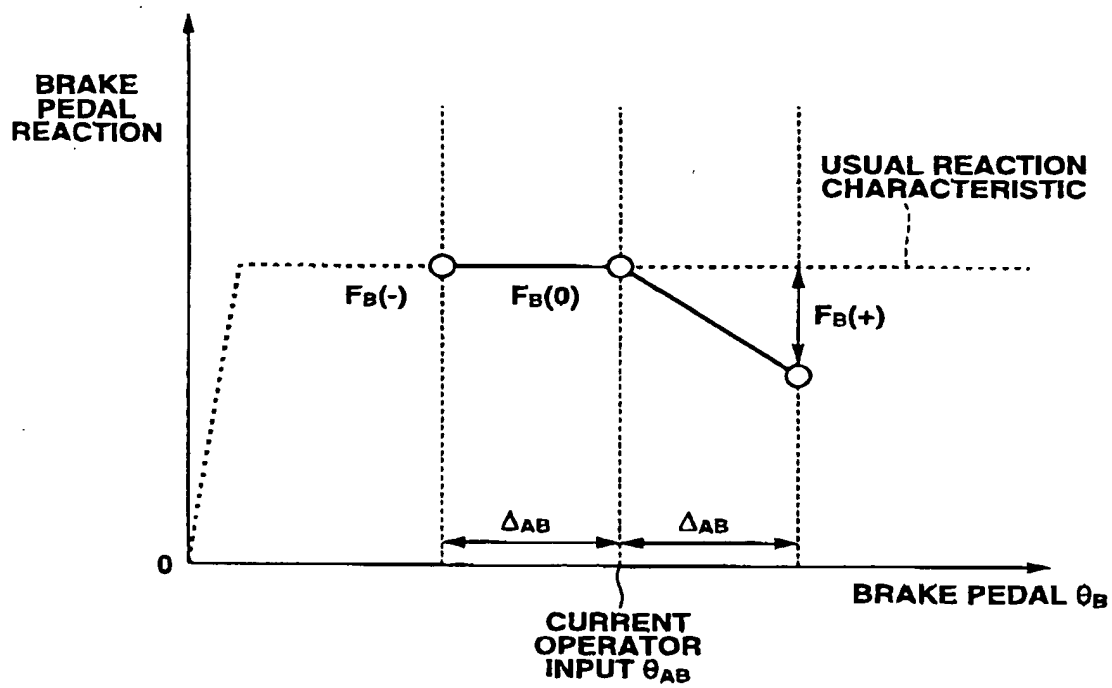


FIG.55



**FIG.56**

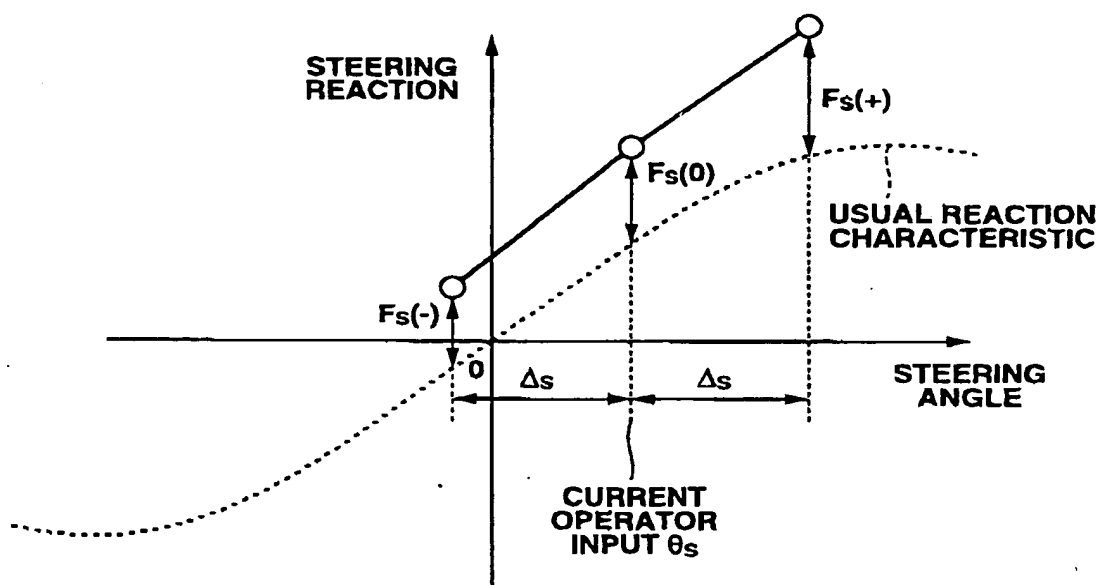
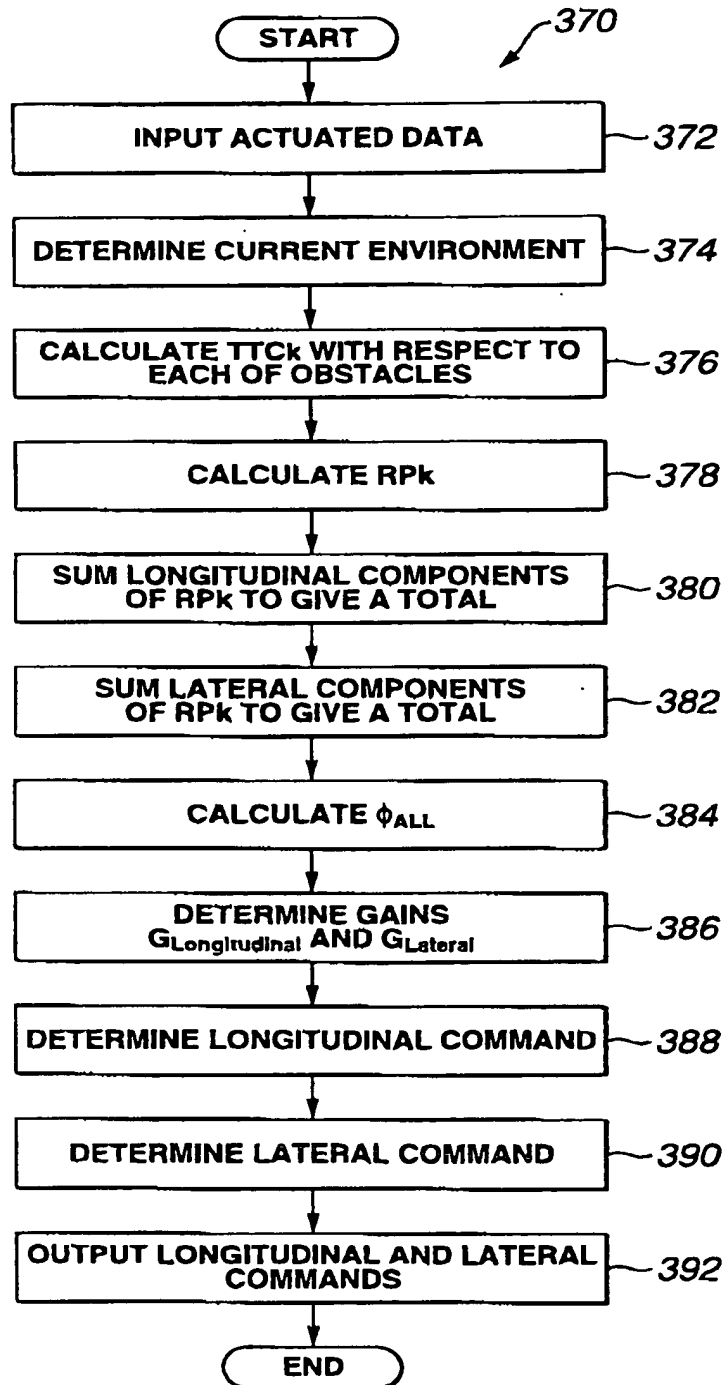
**FIG.57**

FIG.58





**FIG.59**

